



Central Issaquah Plan

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The hundreds of people who attended meetings and provided input throughout this process.

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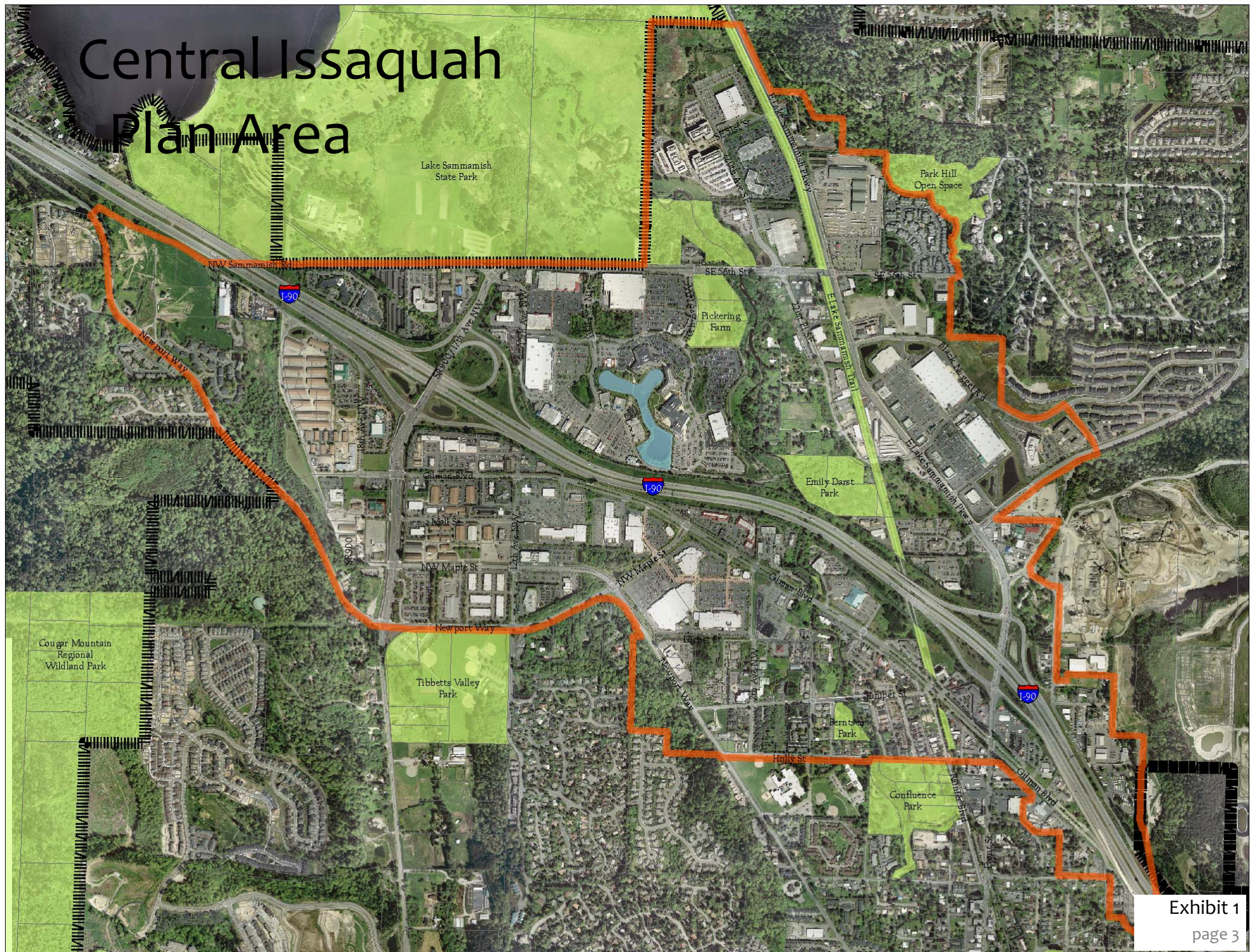
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Table of Contents

CENTRAL ISSAQUAH PLAN AREA MAP	3
OVERVIEW	4
Summary.....	4
Consistency	5
Growth Management Act.....	5
Cascade Agenda.....	6
Mountains to Sound Greenway	6
Comprehensive Plan	6
Economic Vitality.....	7
Sustainable City.....	7
The Future	7
Policy Balance.....	7
Using the Plan	8
Key Numbers	8
DEFINITIONS	10
GUIDING PRINCIPLES	14
CENTRAL PLAN DISTRICTS	16
District Visions.....	17
POLICIES	22
Urban Community	23
Connectivity & Mobility	35
Environment.....	47
Economic Vitality.....	55
Housing.....	58
List of Exhibits	
1. Central Issaquah Plan Area.....	3
2. Central Issaquah Plan Districts	16
3. Central Issaquah Plan Proposed Land Use Designations	32
4. Nonmotorized Routes and Parks	33
5. Proposed Regional Growth Center	34
6. Sound Transit Long Range Plan	44
7. Conceptual High Capacity Rail.....	45
8. Grid System	46
9. Alternative Flow Control Standards Drainage Area.....	53
10. Transfer of Development Rights Sites	54

Central Issaquah Plan Area





Overview

Summary. The goal of the Central Issaquah Plan is to guide the evolution of Central Issaquah from a collection of strip malls and office buildings into a more livable, sustainable and balanced mixed use urban area serving everyday essentials to residents, employees and visitors.

Significant housing and job population increases over the next 20 years will drive this transformation. The goal is to channel the majority of the anticipated growth into Central Issaquah. This will protect the character and scale of Issaquah's existing neighborhoods and create a vibrant urban community with convenient access to shopping and jobs downtown. Creating a high-quality, mixed use urban environment will require buildings and streetscapes that are visually engaging and pedestrian oriented to encourage informal social interaction.

A Green Necklace linking community and neighborhood parks, riparian corridors, tree lined streets, active and passive plazas and other shared urban spaces, is fundamental to Central Issaquah's livability. Connectivity will be achieved by providing easy, safe and enjoyable pedestrian and vehicle connections to retail shopping, major public facilities, open space and other neighborhoods. A vibrant retail core and strong residential community can be sustained and enhanced by making pedestrian circulation a priority.

The Urban Community, Connectivity & Mobility, Environment, Economic Vitality and Housing Elements in this Plan lay the groundwork for urban density development that creates a sense of place, promotes an Active Transportation system for pedestrians, cyclists, transit and cars, and protects and includes the natural environment - all without sacrificing Issaquah's existing character and vitality.

Central Issaquah's growth and transformation will not happen overnight. However, amenities such as the Green Necklace and capital investments in parks and transportation will encourage and support the redevelopment of Central Issaquah.

The Planning Area. As of January 2012, Central Issaquah includes approximately 840 developable acres and 1,100 total acres. With approximately 89 percent of Issaquah's commercially zoned land, nine of the City's top ten employers, including Costco, and approximately 13,000 employees, Central Issaquah is the economic hub of the City.

There are currently only about 730 dwelling units in Central Issaquah, a residential density well under one unit per acre; even though over seventy-five percent of the area can currently be developed with residential mixed use. The Issaquah Transit Center is located in the planning area and may support future residential redevelopment.

The Process. The Central Issaquah Plan process began with three public workshops held in July 2007, November 2007 and March 2008. The purpose of the workshops, respectively, was to develop Guiding Principles (See Related Documents) for the Plan, map where and what kind of redevelopment should occur and review and confirm those conclusions. The City Council endorsed the Guiding Principles in 2007.



In 2009, the Mayor appointed a Task Force consisting of property owners, business owners, environmentalists and interested citizens. Their mission was to connect the Guiding Principles and planning concepts established during the three community workshops into a draft plan, and related design and development standards for Central Issaquah.



The Task Force spent nearly 1,000 volunteer hours over the course of a year preparing a recommendation for the Mayor. The recommendation includes an overall vision, visions for the ten districts, and a starting point for development regulations and design guidelines for the redevelopment of Central Issaquah.

The Task Force presented its final recommendation to the Mayor in November 2010 at which point the Planning Policy Commission began its review of the Task Force recommendation and, subsequently, the Central Issaquah Plan.

A Draft Environmental Impact Statement (DEIS) was issued on March 28, 2012. It evaluated and compared the environmental impacts of three land use alternatives for the Central Plan. The Final EIS was issued on June 29, 2012, completing the environmental review process for the Central Plan. The overall intent of the EIS is to provide the City Council with environmental information about the proposal and to assist them with mitigation measures or conditions to address the environmental impacts of the project.

Consistency. The Central Issaquah Plan, with the intent of managing growth, reducing urban sprawl, improving the Active Transportation system, protecting the environment and creating a pedestrian friendly, economically viable community, is consistent with the following local, state and federal policies, programs and practices.

Growth Management Act. In 1990, the State of Washington adopted the Growth Management Act calling for coordination in jurisdictional planning that would achieve the following goals.

- Focused urban growth in urban areas
- Reduced sprawl
- Efficient transportation
- Affordable housing
- Sustainable economic development
- Protection of property rights
- Permits processed in a timely and fair manner
- Maintenance and enhancement for natural resource-based industries
- Retention of open space and habitat areas and development of recreation opportunities
- Environmental protection
- Citizen participation and regional coordination
- Adequate public facilities and services.
- Preservation of important historic resources, and
- Wise shoreline management

The proposed plan will implement these GMA goals and related state and regional policies and transportation plans, including the Governor's climate change goals, the Washington Transportation Plan, the State Highway System Plan and the Puget Sound Regional Transportation Plan Transportation 2040.

Cascade Agenda. Issaquah has been a Cascade Agenda Leadership City, along with Seattle, Tacoma, Kirkland, Edmonds and Tukwila, since 2006 (AB 5521). The Cascade Agenda is a century-long vision for the Puget Sound Region that goes beyond the time horizon of the Vision 2020, Destination 2030 and Vision 2040 plans of the Puget Sound Regional Council. Its two primary goals include: 1) the preservation of the region's character through land conservation, and 2) the making of our cities and towns as great places to live, work and raise our families while ensuring a strong economy. In order to protect the rural lands, the cities need to be complete, compact and connected as follows.

- **Complete.** Urban Neighborhoods have a vibrant mix of people, public gathering spaces, civic and cultural anchors, and retail establishments.
- **Compact.** New development is designed to make neighborhoods efficient, walkable and affordable.
- **Connected.** Residents can use transit, walk and bike safely to daily destinations. Communities have links between open space and urban areas, allowing residents to have access to waterfronts, parks and trails.

Mountains to Sound Greenway. The Mountains to Sound Greenway is a state program that inspires action to conserve and enhance the 1.5 million-acre landscape from Seattle across the Cascade Mountains to Central Washington. Its goal is to ensure a long-term, balanced, healthy and sustainable relationship between land and people by balancing built and natural environments; providing places for nature and wildlife, for outdoor recreation and education, for working forests and local agricultural production, while embracing vibrant urban areas with strong economies. The Greenway follows the I-90 corridor which is a federally-designated National Scenic Byway. The goal of the American Byways' program is to provide resources to the byway community in creating a unique travel experience and enhanced local quality of life through efforts to preserve, protect, interpret, and promote the intrinsic qualities of designated byways. This is a factor of great consideration in the redevelopment of Central Issaquah.

Comprehensive Plan. The Issaquah Comprehensive Plan is the official City document that provides all policy adopted by the City Council to guide the growth of the City in a manner consistent with the GMA and in accordance with the visions and goals of the Cascade Agenda and Mountains to Sound Greenway. This document is reviewed annually by the Planning Policy Commission and City Council to ensure growth policies remain up-to-date.

Comprehensive Plan Land Use Designations	Comparable Zoning Districts
Multifamily Residential	Village Residential
	Mixed Use Residential
Urban Mixed Use*	Mixed Use
	Urban Core
Retail	Destination Retail
Commercial	Intensive Commercial
Community Facilities	Community Facilities**

*new (proposed) Designation

** no zoning changes proposed to those properties zoned Community Facilities

Economic Vitality. The City's vision for economic vitality is established in the Comprehensive Plan and the related Economic Vitality Strategic Plan. The vision emphasizes enhancing our natural and built environment to attract jobs and residents; both of which contribute to the City's financial base and economic stability. The strategy for implementing this vision includes adopting subarea plans (like the Central Issaquah Plan) and incentives to encourage new development in specific activity areas such as Olde Town and Gilman (Comprehensive Plan: Land Use Element and Economic Vitality Element).

The following provisions in the Central Issaquah Plan and related implementing Ordinances and Land Use Code amendments will support the City's economic vitality.

- Reduced Parking Requirements
- Lower Impervious Surface Standards
- Streamlined Permit Review
- Incentives to Encourage Redevelopment
- Planned Action EIS Limits Future SEPA Review
- Additional Building Height
- Increased Floor Area Ratio
- Streamlined TDR Process
- More Flexible Sign Standards
- Mixed Use Residential Infill SEPA Exemption

Sustainable City. Issaquah is recognized locally and nationally as a leader in sustainability, thanks to honors from the U.S. Chamber of Commerce, U.S. News and World Report, King County and the Puget Sound Regional Council. In 2008, Mayor Ava Frisinger assembled a diverse panel of 16 community leaders tasked with developing a local, long-term vision of sustainability, and recommending indicators, or metrics, to help track progress over time. Eight core sustainability themes and 26 sustainability indicators were identified. Report Cards measuring these indicators of sustainability were completed in 2009 and 2010. Strategies for implementing Issaquah's long-term sustainability vision include taking positive actions on these 26 indicators to show improvement in each of the following eight core sustainability themes.

- Basic Needs
- Education
- Mobility
- Business Climate
- Waste/Resource Use
- Preserved Natural Open Space
- Community Stewardship and Awareness
- Green, Compact and Mixed-use Development

The Future. By 2031, Central Issaquah's residential and workforce populations are expected to more than double in size and, by necessity, Central Issaquah will evolve into a compact, mixed use, urban center. This transition, consistent with the State Growth Management Act, the Cascade Agenda and the Mountains to Sound Greenway, manages to balance the growth while maintaining and enhancing the natural environment so precious to Issaquah.



Policy Balance. Future decisions regarding public/private development, capital improvements and other public investments in Central Issaquah will require thoughtful balancing of the goals and policies specific to Central Issaquah *and* related policies adopted in the City's Comprehensive Plan.

The Guiding Principles and the more specific District Visions should be used to help prioritize the goals and policies over the long term to achieve the Community's vision for Central Issaquah. The District Visions are a glimpse of the area's future. The visions are implemented through the zoning, development and design standards, as well as the maps of park, trail and circulation improvements. District Visions focus on a specific character or attribute as the cornerstone of the redevelopment there. Key Environmental Features are also identified as a valuable asset to the District.

Using the Plan. The Issaquah Comprehensive Plan includes all policies adopted by the City Council to guide the growth of the City in a manner consistent with the Growth Management Act.

The Central Issaquah Plan supplements the Comprehensive Plan by providing detailed goals, policies and implementation regarding Urban Community, Connectivity and Mobility, Environment, Economic Vitality and Housing for Central Issaquah. These area specific policies will be used *in addition* to those existing in the Comprehensive Plan to guide the redevelopment of Central Issaquah.



The Rowley Development Agreement is the document that provides policy and implementation direction for those areas within Central Issaquah zoned Urban Village.

Key Numbers.

Plan Length: Year 2031 and beyond
Plan Area: 850 Developable Acres; 1,100+ total Acres

	2012 Existing	Proposed (Additional) Action Alternative 2: Core Regional Growth Center	Estimated Total
Commercial, sq ft	6.3 million sq ft ¹	New Growth: 6.9 million sq ft ³ <i>Redevelopment sq ft removal: 2.5 million Sq Ft needed to replace jobs: 1.8 million</i>	12.5 million sq ft ⁴
Commercial, jobs	13,000	New Growth: 19,225 jobs ³ <i>RDA: 5,750 jobs Urban Core remainder: 8,000 jobs Outside Urban Core: 5,475 jobs</i>	32,225 jobs
Level of Service: Transportation	LOS D (IMC 18.15.250 Level of Service)	no changes to LOS	n/a
Public Parks, acres			
Residential, units	750 ¹	7,750 units ²	8,500 ²
Residential, average density	.82 Units/Acre	n/a	8.2 Units/Acre

¹ Draft EIS

² A minimum of 6,900 dwelling units are needed for Regional Growth Center Designation under the KC Countywide Planning Policies (15 units per acre). The Rowley Development Agreement provides for approximately

1,060 units, leaving a minimum of approximately 5,840 dwelling units to be provided elsewhere in the Urban Core. The EIS assumes 6,125 units to be developed in the balance of the Urban Core. Estimate of additional dwelling units provided outside the Urban Core is approximately 1,315 units.

³ Development in Rowley Development Agreement is 2.3 million sq ft and 5,750 jobs based on Rowley FEIS which assumes 60% of occupiable space is commercial. Development in remainder of Urban Core (not Urban Village) is estimated at 2.7 million sq ft and 8,000 jobs (employee estimate based on 343 square feet per employee). Development outside Urban Core is estimated at 1.9 million sq ft and 5,475 jobs (employee estimate based on 343 square feet per employee).

⁴ Estimated Total equals: Existing sq ft (6.3 million) minus Redevelopment sq ft that occurs when buildings are removed to redevelop (2.5 million) plus square footage needed to replace the jobs lost in Redevelopment (1.8 million) plus New Growth (6.9 million) that is additional to Redevelopment.



Definitions

Active Transportation. A transportation system that promotes pedestrian mobility, bicycle usage, connectivity to mass transit and complete streets that make room for all modes of transportation.

Bicycle Friendly Community. A Bicycle Friendly Community (BFC) welcomes cyclists by providing safe accommodation for cycling and encouraging people to bike for transportation and recreation. The BFC application provides a comprehensive picture of a community by asking questions across five categories often referred to as the Five Es. These are Engineering, Education, Encouragement, Enforcement, and Evaluation & Planning. A community must demonstrate achievements in each of the five categories in order to be considered for an award. Communities with more significant achievements in these areas receive higher awards.

Bike Share. A program in which numbers of bicycles are made available for shared use by individuals who do not own them. Publicly shared bicycles are a mobility service, mainly useful in urban environments for proximity travels. These programs can increase the usage of bicycles in an urban environment by removing some of the primary disadvantages to the individual rider, including loss from theft or vandalism, lack of parking or storage, and maintenance requirements.

Bikestation. A clean, safe place to store a bicycle, locked securely indoors and away from the elements. Specifically needed when bikes are driven to public transportation, to work or school, shopping or recreation. Often these facilities offer 24 hours service and other amenities such as restrooms, showers and/or changing rooms, bike rental and repair service, easy access to public transportation and day-use lockers.

Central Issaquah Urban Core. That area of Central Issaquah proposed for concentrated growth and a mix of uses including residential, retail, office and recreation. The Urban Core is served by transit and will receive focused infrastructure investments to provide amenities and services.

Circulation/Circulation Facilities. Circulation encompasses all public and private facilities necessary for motorized and nonmotorized movement, including pedestrian, bicycles and vehicles. The purpose of developing different circulation facilities is to provide the community with a variety of pedestrian oriented, environmentally sensitive and practical tools to respond to the various intensities of use and context in which a circulation facility will be used.

Community Space. The umbrella term designated for lands containing resource protection, recreation or public amenity such as active or passive parks, plazas, trails, informal gathering areas, community gardens and other like facilities and areas. Some Community Spaces are required, others are encouraged.

Community Space, In Lieu Of. A monetary contribution to a Community Space fund if an applicant cannot incorporate Community Space into a development. Monetary contributions will be determined at the current market rate using formula established in Central Issaquah development standards.

Floor Area Ratio (FAR). The relationship between the amount of gross floor area permitted in a building (or buildings) and the area of the lot on which the building stands. It is obtained by dividing the gross floor area of a building by the total area of the lot. Parking is not included in the FAR calculation.

$$\frac{\text{gross floor area of a building}}{\text{total area of the lot}} = \text{FAR}$$

Great Streets. Representative of their places; comfortable and safe for walking; contribute to economic vitality; functionally complete; provide mobility; facilitate placemaking; green.



Green Necklace. A lush urban garden benefiting Central Issaquah and the broader community expressed through community and neighborhood parks, riparian corridor open spaces, tree lined streets, passive and active plazas and other urban spaces connected by a comprehensive trail system on and off roads. The connections extend beyond Central Issaquah to the regional trail system.

Green Streets. Using a natural systems approach to manage stormwater, reduce flows, improve water quality and enhance watershed health.



Growth Targets. Established by the State, King County and Puget Sound Regional Council for purposes of growth management. Issaquah's 2006-2031 Targets are 5,750 additional housing units and 20,000 additional jobs. As of June 2009 the City had 12,442 existing housing units and at the end of 2008, had 19,158 existing jobs.

High Rise Structure (See Structure, High Rise).

Last Mile. The distance between transit stops and the transit rider's desired location, whether that is work, home, recreation or entertainment. Often the Last Mile is the most problematic for the transit rider. This term is also used for the distance between the transit rider's original location and transit, sometimes called the First Mile.

Level of Service, Transportation. The amount of average vehicle delay at signalized intersections during the afternoon hour of peak travel. The amount of delay is based on a scale of A to F with free-flowing intersections (little delay) being rated LOS-A and congested intersections rated as LOS-F. The following table shows the range of delay for each Level of Service as defined by The Highway Capacity manual. Nonmotorized transportation is measured and monitored using transportation modeling and the mode split measure.

Level of Service – Signalized Intersection	Amount of Delay
A	≤10 sec
B	10-20 sec
C	20-35 sec
D	35-55 sec
E	55-80 sec
F	≥80 sec

Mixed Use Development, Residential. Developments which combine residential dwelling units with commercial uses within the same structure, for example, a building which has an office and cafe on the ground or street level and two stories of multifamily dwellings above the ground or street level. (IMC 18.02) Residential mixed use development can also combine these uses on a site, adjacent to each other instead of in the same building.

Movement Zone. The area between the outer curb edge and the building façade dedicated to pedestrian traffic.

Parking District. A form of shared parking that is managed so that parking spaces are shared by more than one user, allowing parking facilities to be used more efficiently. Most parking spaces are used only part time by a particular motorist or group, and many parking facilities have a significant portion of unused spaces, with utilization patterns that follow predictable daily, weekly and annual cycles. The goal is to achieve approximately an 85% utilization rate for on-street parking and surface or structured parking utilization rates of 60-75%.

Pedestrian Friendly. A term describing designs that support and encourage walking as a primary mode of transportation. Pedestrian friendly routes are safe, accessible, direct, easy-to-use, and connected. They also use scale, character, materials, and other elements to communicate this priority and create routes that appeal to pedestrians. The terms “pedestrian friendly” and “pedestrian oriented” are interchangeable.

Pioneer Projects. Initial residential projects within the Plan area that are given additional incentives to balance the risk involved in being the first in this market area. Such projects shall receive incentives, such as Multifamily Tax Exemption (MFTE), to provide this housing and relaxed incentives to achieve affordability. Once the approved number of housing units have been proposed and approved through the Pioneer Project category, relaxed incentives for affordability shall no longer apply. Relaxed incentives do not apply to those projects which elect to use a payment in lieu of constructing affordable units. Relaxed incentives include the ability for the applicant to provide units at a higher level of affordability than is required after the Pioneer Project category housing units have been proposed and approved. An example of a higher level of affordability would be 80% of median income versus 60% of median income.

Public Realm. An urban area designed to promote social interaction and a sense of community, bring inhabitants together and contribute to a relaxed environment that encourages all to linger, share observations and perspectives. It takes into account the entire composition of the Community Space and may include trees, walks, street furniture, signs, landscape, plazas, parks and buildings as well as façade elements such as the street wall, porches, stoops and balconies.

Regional Growth Center. An urban area designated by the Puget Sound Regional Council that meets the criteria established in the King County Countywide Planning Policies and Vision 2040. Designated areas are approximately 640 acres in size and characterized by compact, pedestrian-oriented development with a mix of housing, jobs retail, services and entertainment. They are focal points for new housing and employment growth, are expected to achieve densities sufficient to support high-capacity transit and are eligible to compete for priority funding for transportation infrastructure.

Shared Use Corridors/Routes. Intended to serve walkers, joggers, and cyclists and other nonmotorized forms of transportation and connect activity centers such as parks, schools, commercial centers, libraries and high density housing and the regional recreational trail system. Shared Use Corridors shall:

- be physically separated from the roadway;
- have a minimum width for two-way shared use pedestrian and bicycle traffic;

- have signage to indicate it is a Shared Use Corridor or Route with wayfinding signs directing path users;
- have a buffer between the path and property line; and
- be constructed with an Americans with Disabilities Act accessible surface.

Story, Building. That portion of a building, other than a basement, included between the surface of any floor and the surface of the floor or ceiling above.

Structure, High Rise. High Rise Structures are typically between ten (10) and twelve (12) stories in height with a common core. High Rise Structures integrate an upper portion or Tower. High Rise Structure dwelling units share common walls and floors with the units that are laterally and vertically adjacent. High Rise Structures may include a building base of stacked flats combined with multiple levels of internal parking.

Structure, Low Rise. Low Rise Structures are typically from two (2) up to four (4) floors. Low Rise Structures have dwelling units that share common walls with the units that are laterally and vertically adjacent. Mixed-use Low Rise Structures include non-residential uses on the ground floor and may include tuck under or internal structured parking.

Structure, Mid Rise. Mid Rise Structures are typically between five (5) and nine (9) floors. Dwelling units within a Mid Rise Structure share common walls with the units that are laterally and vertically adjacent.

Timeframe. The estimated time period in which milestone projects are expected to be completed.

Near Term: From Plan adoption date to the end of 2020

Mid Term: Years 2021 through 2031

Long Term: Years 2032 through 2050

Transit Oriented Development. New or redevelopment at or near transit facilities that:

- Relates directly to, and occurs because of the presence of fast, convenient and reliable transit,
- Is denser and more mixed/diverse than would otherwise occur,
- Has jobs and housing, in balance, and
- Generates and attracts more pedestrian and other nonmotorized trips to/from the community 24/7. (Sound Transit, Board of Directors, 2012 Retreat)

Guiding Principles: Designing for Livability

The Guiding Principles, established by the community, provide broad policy and design direction to guide the redevelopment of Central Issaquah.

VISION: Guide the evolution of Central Issaquah from a place known primarily for strip malls and office buildings into a more cohesive neighborhood that is widely recognized as a vibrant and livable town center by:



ENVIRONMENT. Integrating environmental features, such as creeks and natural views into the plan to ensure they remain the unique qualities that make Issaquah special for future generations.



HOUSING. Adding housing to the area in a variety of types and affordability levels, including new mixed use projects on existing commercial sites, to accommodate people of all income levels and all stages of life.



SENSE OF COMMUNITY. Maintaining an exceptional quality of life for Issaquah residents by promoting environmental sustainability, improving architectural design, integrating development with the natural setting, and creating new public spaces such as parks, plazas, pedestrian corridors and streetscapes.



TRANSPORTATION AND OTHER ESSENTIAL SERVICES.

Improving vehicle, transit and pedestrian mobility in the area and ensuring that Central Issaquah residents, workers, and visitors are served by the essential services required for daily living.

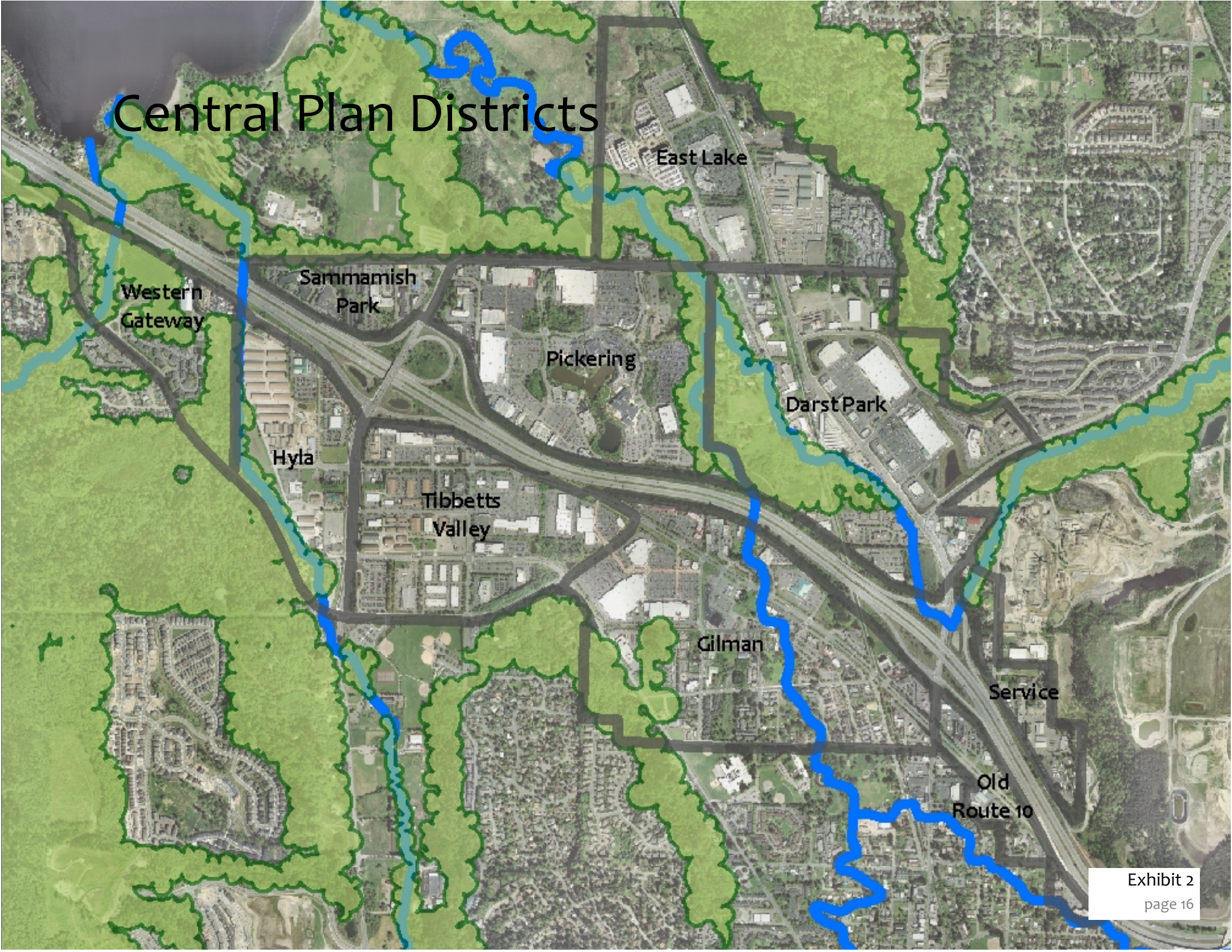


ECONOMIC VITALITY. Seeking development to complement Central Issaquah's existing businesses and capitalize on the desirable location, livability, existing infrastructure, unique natural setting, transportation links, and significant redevelopment potential to support the continued economic success of those who live and invest in Issaquah.



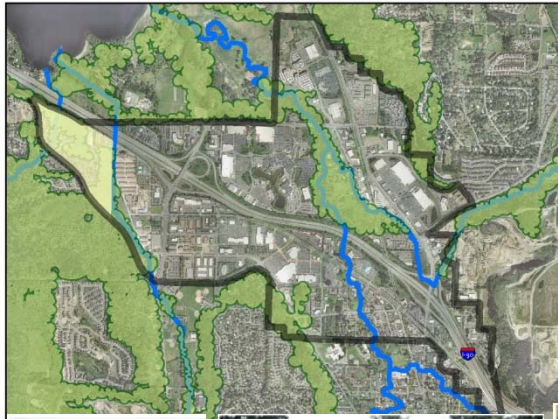
INNOVATION. Employing innovative approaches for economic development and growth management, such as financial incentives and public /private partnerships to help the community achieve the Central Issaquah vision.

Central Plan Districts



District Visions

The District Visions are a glimpse of the area's future. The visions are implemented through the zoning, development and design standards, as well as the maps of park, trail and circulation improvements. District Visions focus on a specific character or attribute that keeps the individual community feature as the cornerstone of the redevelopment there.



Western Gateway

Vision. Create an attractive gateway to Issaquah that maintains significant open space views from I-90. Enhance Tibbetts Creek and buffers as key link of Green Necklace.

Primary Uses. Well-designed moderate density residential and office buildings that use natural materials such as timber and stone in the building and site design.

Key Environmental Features. Tibbetts Creek, Schneider Creek and their associated wetlands.

Mobility/Connections. Internal shared use circulation facilities connected

from Newport way. Connects to the Cougar Mountain Wildland Park regional trail.

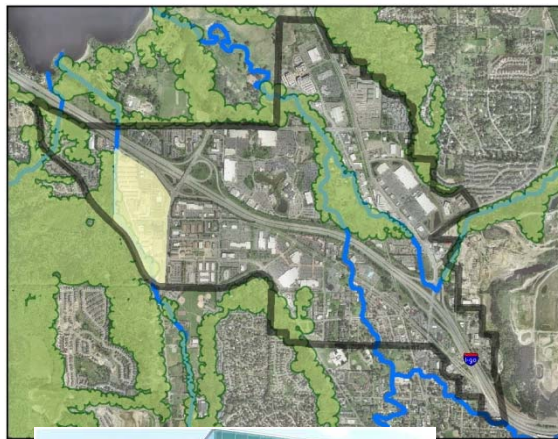
Hyla

Vision. Establish an amenity-rich, vibrant mixed use neighborhood with strong pedestrian connections to other districts and Cougar Mountain consistent with the Rowley Development Agreement.

Primary Uses. Dense residential, office and retail uses. As a highly visible Gateway from I-90, Hyla District will accommodate taller buildings with an orientation that will frame both external and internal views of the forested hillsides.

Key Environmental Features. Tibbetts Creek and its associated wetlands.

Mobility/Connections. North and south shared use routes are planned for this area.



Sammamish Park

Vision. Use view corridors and shared use routes to connect Central Issaquah and Lake Sammamish. Find ways using site and building design to bring the Lake and State Park into Central Issaquah as a key link in the Green Necklace.

Primary Uses. Well designed moderate density office buildings. NW Gateway for I-90 eastbound.

Key Environmental Features. Adjacent to Lake Sammamish State Park and Tibbetts Creek.

Mobility/Connections. Shared use routes are proposed along the west side of SR900 and the north side of NW Sammamish Road. I-90 overcrossing at Tibbetts Creek.



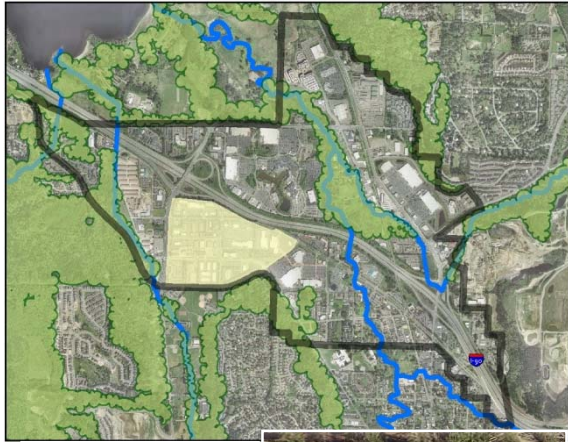
Pickering

Vision. Integrate residential development into this district to complement the strong retail and office focus of this district and continue strong connections to nearby public parks and open space as key links to the Green Necklace.

Primary Uses. Office and retail uses with larger building footprints and complementary residential development.

Key Environmental Features. Issaquah Creek, Darst Park and Pickering Farm.

Mobility/Connections. The planned pedestrian and vehicular I-90 over crossing will connect the Pickering and Tibbetts Valley Districts to form a strong mixed use core for Central Issaquah. Potential location for a High Capacity Transit Center.



Tibbetts Valley

Vision. Create a pedestrian oriented mixed use urban district consistent with the Rowley Development Agreement and expand the district's role as a regional employment center.

Primary Uses. A vibrant mix of higher density residential, office and retail uses and Transit Center.

Key Environmental Features. Maple Street wetland.

Mobility/Connections. Proposed I-90 pedestrian overcrossing to connect to Maple Street. Three new north/south Circulation Facilities proposed along with an extended Mall Street to serve as the primary pedestrian corridor. Potential location for a High Capacity Transit Center.



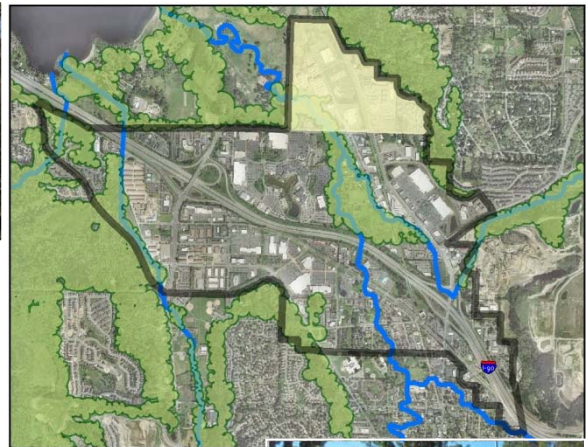
East Lake

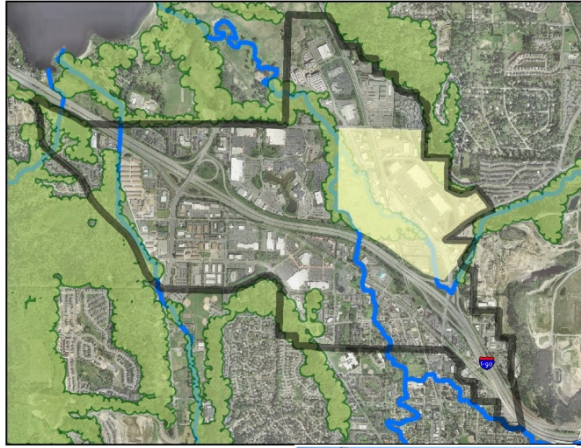
Vision. Create a pedestrian oriented, mixed use neighborhood with Class A Offices and high quality residential development that incorporate strong visual and physical connections to Lake Sammamish.

Primary Uses. Medium density office and residential development.

Key Environmental Features. Lake Sammamish State Park and associated wetlands and Issaquah Creek.

Mobility/Connections. New north/south shared use routes are proposed in the western portion of East Lake that would connect to the existing Shared Use Route in Lake Sammamish State Park.





Darst Park

Vision. Support the strong commercial focus of the Darst Park and Pickering Districts by adding residential mixed use development along the west side of East Lake Sammamish Parkway. Incorporate existing natural features into site and building design as amenities. Enhance these natural features as important links to the Green Necklace. Incorporate Mt. Rainier views whenever possible. Recognize the regional draw of East Lake Sammamish Parkway and yet build improvements to balance pedestrian priority, bikes and walkability.

Primary Uses. Medium density retail and residential development.



Key Environmental Features. Issaquah Creek, the North Fork of Issaquah Creek and associated wetlands, the East Lake Sammamish Trail and view of Mt. Rainier.

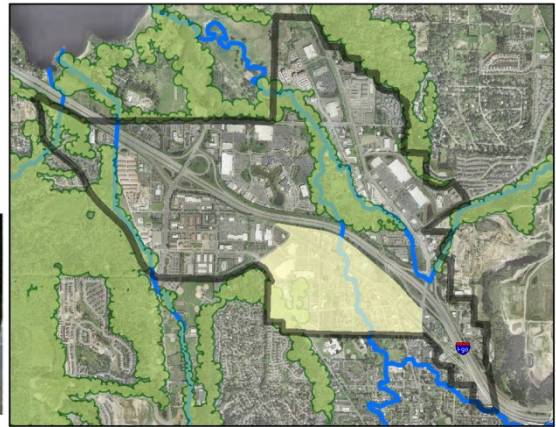
Mobility/Connections. The existing East Lake Sammamish Trail runs along the west side of East Lake Sammamish Parkway and extends almost the full north/south length of Issaquah.

Gilman

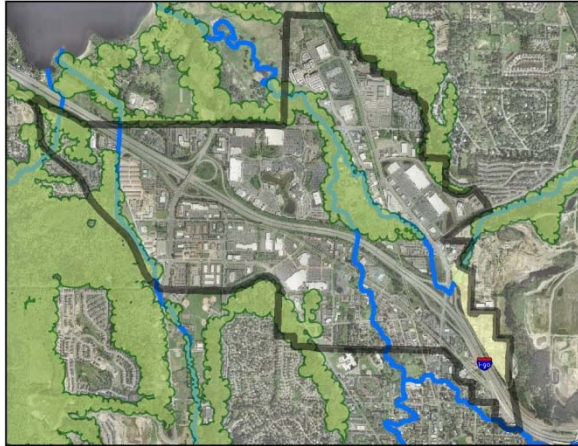
Vision. Complement the strong retail focus of this district with significant future office and residential development. Enhance Issaquah Creek and its buffers as an important link of the Green Necklace.

Primary Uses. Retail, office and residential uses at a medium to low scale.

Key Environmental Features. Issaquah Creek. The District's character is strongly determined by a new "central" Promenade Park and connections to Confluence Park.



Mobility/Connections. Pedestrian connections to and from the residential neighborhoods in the southern part of the district are enhanced as redevelopment occurs. The core connection will be the extension of Mall Street as a Core Street that becomes a pedestrian only trail at Promenade Park.



Service

Vision. Enhance the eastern gateway into Issaquah and provide low intensity, office, industrial and business incubator uses. Provide a flexible framework for redevelopment.

Primary Uses. Low density, low intensity, office, industrial and business incubator uses.



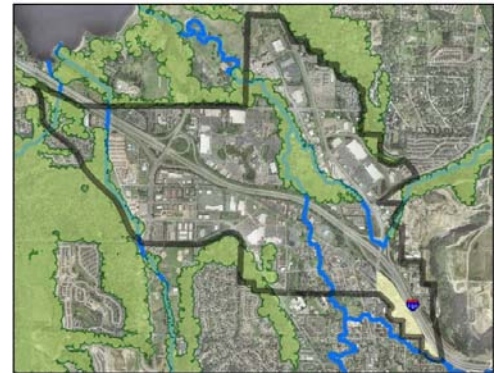
Key Environmental Features. The North Fork Issaquah Creek / High Point Trail Park is proposed along the existing North Fork of Issaquah Creek.

Mobility/Connections. The High Point Trail runs east/west and extends from the Preston Trail to the East Lake Sammamish Trail.

Old Route 10

Vision. Create a retail destination neighborhood with a small scale, small town feel. Establish strong pedestrian, bike and design connections to Olde Town and the Gilman District. Develop this neighborhood as a place for people to be with people in a vibrant, neighborly district. Optimize this high-visibility area to make this memorable and identifiable as its own neighborhood and also as a gateway to Olde Town. Enhance the Old Route 10 appearance through sign and design standards that permit authentic neon signage and architecture reminiscent of classic 1950s and 1960s.

Primary Uses. Low density, low intensity, specialty retail and destination uses such as the Issaquah Grange, Boehm's Candy, XXX Drive-In and freeway oriented retail and commercial uses.



Key Environmental Features. The East Fork of Issaquah Creek is at the southern boundary, with pedestrian bridge crossing at 3rd Ave.

Mobility/Connections. The 3rd Ave bridge pedestrian crossing of the East Fork of Issaquah Creek connects this area to Olde Town's established neighborhoods. Solutions are needed to correct the disconnection that is created by the freeway ramp. A variety of shared routes are needed to access this area for local residents and those arriving for the retail destination.



Policies



Connectivity
& Mobility



Urban
Community



Environment



Economic
Vitality



Housing

Urban Community

If you design communities for automobiles, you get more automobiles.

If you design them for people, you get walkable, livable communities.

Parris Glendening and Christine Todd Whitman

VISION. Inspire an animated and connected urban community where pedestrians are priority, where buildings and open space are openly inter-related, where the site and design make a positive contribution to the public realm, and ultimately, where people are drawn to live, work and play.

Urban Community Goal A. Create a compact, attractive, mixed use, urban community that prioritizes pedestrian safety and comfort and enhances the quality of life.

Discussion. Creating a strong sense of place is vital to the success of Central Issaquah. This can be done by ensuring the design and placement of buildings, parking, service access, plazas and courtyards recognize the important relationship between public and private space in creating a pedestrian-friendly environment.

Central Issaquah's current suburban, low density development pattern is inconsistent with the vision for Central Issaquah. Approximately 90 percent of the buildings are less than three stories in height and nearly 75 percent of the developed land area is used for surface parking (Existing Conditions Report, 2007). The average commercial Floor Area Ratio (FAR) is 0.25 when undeveloped parcels are removed from the calculation; the small scale urban development supported by this plan should typically have a FAR of 3 to 5. The amount of pervious surface and parking required for new development is significantly reduced for these development densities to be achieved.

The Land Use Designation Map (Exhibit 3) establishes a mixed use redevelopment pattern for Central Issaquah that is economically and environmentally sustainable. The following policies will make desired uses economically viable in Central Issaquah, make the land use pattern pedestrian friendly and, over time, reduce the amount of land used for surface parking.

Under this plan and subsequent development and design standards, buildings, streetscapes and green corridors will replace parking lots and signs as the prominent design elements of Central Issaquah. Architectural details and building materials will add variety, permanence and richness to the design and character of each district. New buildings will have an appealing visually engaging, street edge in order to better encourage informal social interaction, outdoor activity and a pedestrian orientation.

UC Policy A1. Seek Regional Growth Center Designation for the Urban Core by 2013. (See Proposed Regional Growth Center Map shown on Exhibit 5.)

Discussion. The King County Countywide Planning Policies, Vision 2040 and its companion transportation plan Destination 2030, all include a network of Regional Growth Centers that either have, or are planned to have, significant residential and employment density. Centers are compact areas from 1 to 1.5 square miles that are characterized by

dense, pedestrian-oriented development with a mix of uses and improved accessibility and mobility – especially for walking, biking and transit.

Regional Growth Centers receive priority funding for the transportation infrastructure necessary to support the Centers planned growth, and enhance the community's economic vitality. The concentration of public investment in services and amenities will help attract high capacity transit, increase private investment in housing and stimulate business activity and employment growth. Encouraging growth where people can live close to where they work and expanding transportation choices will also reduce vehicle miles traveled, fuel consumption and emissions that contribute to climate change. Center designation requires approval by the King County Growth Management Planning Council and the Puget Sound Regional Council.

The area proposed for Regional Growth Center Designation (or as an alternative, designation of an Urban Core) by the Central Issaquah Plan is shown in Exhibit 5. Designating the core of Central Issaquah a Regional Growth Center is key to achieving the community's land use vision as well as other important objectives including creating a thriving pedestrian oriented commercial center, building a multi-modal transportation system, attracting high capacity transit to connect Issaquah to the region and encouraging a strong diverse local economy.

From the late 1990's through 2010 much of the City's commercial growth was in the area proposed for Center Designation while and most of the residential growth occurred in the Issaquah Highlands and Talus urban villages. Those residential areas are now substantially built out and the focus of Issaquah's future commercial *and* residential growth will be within the proposed Regional Growth Center.

Though much of the City's future infrastructure investment will be made to support urban redevelopment within the Growth Center, other areas within Central Issaquah and the rest of the City will continue to be able to develop in accordance with market demand and the City's Comprehensive Plan and Land Use Code.

The Central Issaquah Core is a candidate for Regional Growth Center designation because:

- a. it is planned for dense, compact pedestrian-oriented mixed use development;
- b. the size, shape and planned growth is consistent with the Regional Center Criteria established in the Growth Management Planning Council in the Countywide Planning Policies and by the Puget Sound Regional Council;
- c. such designation is consistent with the vision for Central Issaquah established in this plan, the Mountains to Sound Greenway and the Cascade Agenda;
- d. such designation is consistent with Sound Transit's plans to extend High Capacity Transit to Issaquah by 2030; and,
- e. Regional Growth Centers receive priority funding for transportation infrastructure to support planned growth.

UC Policy A2. Adopt Development and Design Standards to promote pedestrian oriented development, ensure quality and sense of permanence and create a sense of place.

UC Policy A3. Increase the amount of allowed on-site impervious surface throughout Central Issaquah to create an urban street edge.

UC Policy A4. Allow increased building height over the existing allowed maximums up to 125 feet in certain areas of Central Issaquah in exchange for public amenities such as

parks and connected green corridors, affordable housing, community plazas, creekside parcels and/or open space. Require 110 feet spacing between High Rise Structures

- UC Policy A5.** Create unique and memorable identities throughout Central Issaquah and its neighborhoods by requiring:
- buildings to be adjacent to the sidewalk
 - sidewalk-facing storefronts and entries that are inviting and easily accessible
 - buildings have large windows that visually connect the outside and inside of the building and increase the perception of safety,
 - the use of high quality materials, and
 - architectural details like tile work, projecting sills and medallions which add visual interest.
- UC Policy A6.** Integrate, landscaping, courtyards, plazas, public art, and critical areas and buffers into developments to enrich the urban landscape and establish a sense of place.
- UC Policy A7.** Encourage pedestrian scale and architectural interest through a variety of building heights and forms, modulation and articulation and diverse rooflines that break down the scale of buildings.
- UC Policy A8.** Support redevelopment of approved master site plans with new urban development consistent with the Central Issaquah Plan and related development and design standards.
- UC Policy A9.** Use architectural and landscape elements to mark transitions and entrances into and within Central Issaquah in order to enhance way-finding, create visual interest and activity in the Public Realm and contribute to a sense of identity.
- UC Policy A10.** Establish neighborhood character and identity with design standards for specific gateways that incorporate public art, monuments, prominent architectural features, open space and green corridors, plazas and landscaping.
- UC Policy A11.** Encourage interesting, creative and unique approaches to sign design which are:
- a. expressive and individualized;
 - b. complimented with public art and/or public spaces , where appropriate
 - c. part of the overall project/building design; and
 - d. designed and oriented for pedestrians, not vehicles.

Urban Community Goal B. Create a Green Necklace by way of an inner necklace of concentrated, urban park, green space and nonmotorized system that serves the needs of Central Issaquah and is complemented by the outer necklace of the Issaquah Alps and the regional parks, open space and trail system contained within the Alps that serve the broader community.

Discussion. The vision for the Green Necklace is that the developing urban environment will be saturated with an array of green elements including community and neighborhood parks, riparian corridors, tree lined streets, active and passive plazas and other shared urban spaces all connected by on and off road trails. Natural features will be used as key design elements to create a unique sense of

place and enhance the values and functions of the natural environment. Such features include controlled creek access using boardwalks, overlooks and pedestrian bridges, and using native riparian landscape throughout the site to soften the transition between the natural and built environment.

Connectivity will be achieved by designing the buildings, streetscapes and open space corridors for pedestrians; providing pedestrian and vehicle connections within and between districts and integrating the natural and built environment. Motorized, nonmotorized and high capacity transportation investments necessary to support this mixed use vision, improve connectivity, and support a high level of pedestrian activity are shown on the Mobility Map (Exhibit 6). The Nonmotorized Routes and Parks map (Exhibit 4) shows the nonmotorized routes, parks and open space required to support future residential development in Central Issaquah and maintain Issaquah's natural setting which makes Issaquah a unique place to live, work and play.

- UC Policy B1.** Improve the Active Transportation system as established in the Nonmotorized Routes and Parks map (Exhibit 4). The expanded and improved system will increase mobility within Central Issaquah, provide transportation benefits, emphasize recreational benefits and connect to the larger, regional trail system including Lake Sammamish State Park, Cougar Mountain and Tiger Mountain.
- UC Policy B2.** Prioritize park, open space and trail projects to ensure annual investments in the Green Necklace.
- UC Policy B3.** Locate an active recreation facility for indoor and outdoor recreation in the East Lake District and a Neighborhood Park elsewhere in Central Issaquah. These parks would be in addition to the parkland planned in the Green Necklace.
- UC Policy B4.** Promote the development of Green Streets throughout Central Issaquah with the integration of open space and landscaping, including street trees to improve and reduce the amount of stormwater runoff, be aesthetically pleasing and provide an attractive pedestrian experience.
- UC Policy B5.** Integrate natural features such as wetlands, riparian corridors and hillside views into the site design as amenities and protect them as environmental resources. Require natural resources management practices into site development and operation by:
 - a. incorporating natural drainage practices into park development to provide community amenities and watershed benefits, where appropriate and feasible;
 - b. integrating the Green Necklace into the riparian corridors to achieve multiple benefits, including enhanced fish and wildlife habitat, improved stormwater management, trail connections and environmental education; and
 - c. requiring landscape plans to include drought tolerant native plants to reinforce Issaquah's unique natural setting and reduce water consumption.
 - d. allowing flexibility in building design, orientation, spacing and landscaping.
- UC Policy B6.** Use partnerships, grants, bonds, Fees In Lieu of Community Space and other innovative means for financing the completion of the Green Necklace.

UC Policy B7. Monitor the acquisition of and proposed funding for the Green Necklace through the Capital Improvements Program and by monitoring the “Fees In Lieu” to ensure that commitment to acquisition occurs. Identify additional steps to spur acquisition if monitoring shows the Green Necklace goals for Central Issaquah are not being achieved.

UC Policy B8. Elevate landscape maintenance to a higher priority to ensure the long term success of the Green Necklace as the Central Issaquah moves from suburban to urban.

- a. Invest private and public resources in the maintenance of landscaping, including streetscapes, public plazas, shared use routes and parks; and
- b. Recognize maintenance funding as a vital piece of the long term success of the Green Necklace.

Urban Community Goal C. Establish parking requirements based on urban rather than suburban densities and needs.

Discussion. Surface parking is currently the predominant land use in Central Issaquah with nearly 75 percent of the developed land used for surface parking. (Existing Conditions Report, 2007) The suburban parking requirements of the past will be replaced with new parking ratios and standards that balance the parking needs of residential, commercial and retail land uses with the urban design goals and related policies to encourage transit use and walking. Shared parking, on-street parking and increased pedestrian/bike and transit options support the transition from suburban to urban parking standards.

UC Policy C1. Allow densities that make under building and/or structured parking economically feasible.

UC Policy C2. Establish Maximum Parking Requirements within the Urban Core. Lower the Maximum Parking Requirements as the Central Issaquah Urban Core transitions from suburban to urban in character and transit service improves. Establish Maximum Parking Requirements for other areas of Central Issaquah over time.

UC Policy C3. Consider paid or managed (time restricted) parking in the Urban Core once enough development has occurred to warrant and support it.

UC Policy C4. Consider initiating a Parking District strategy by:

- a. creating the initial Parking District in the Urban Core, and using a simple tracking process to ensure neither an under or over supply of parking is available. Tracking will account for all parking within the District including vehicular parking located in surface, on-street, structured, decks and bicycle parking located in racks, lockers, rights-of-way and private access.
- b. creating additional Parking Districts as redevelopment occurs throughout the Plan area to provide adequate vehicular and bicycle parking for uses within each District; and,
- c. providing incentives to encourage a transition from surface parking to structured parking.

Urban Community Goal D. Measure progress towards implementing the Central Issaquah Plan by regularly monitoring the type and amount of new development, capital investment and other mitigation measures and improvements made to accommodate growth consistent with the goals and policies adopted in the plan.

Discussion. Regular monitoring is important to assure that the Central Issaquah Design & Development Standards are promoting the type and scale of urban redevelopment envisioned in the Central Issaquah Plan and that the mitigation and capital improvements planned for Central Issaquah are being made commensurate with development.

Annual Review - Traditionally, the City Council has considered annual amendments to the Comprehensive Plan and Land Use Code to clarify and update land use policies and development standards. The monitoring program for the Central Issaquah Plan extends the commitment by requiring, as a matter of policy, an *Annual Monitoring Report* for Central Issaquah.

Three-Year Monitoring Report - In addition, the Planned Action Ordinance adopted for Planned Action Area 2, which includes the Urban Core excluding the Rowley Urban Village (Planned Action Area 1), requires a more comprehensive Monitoring Report every three years. The policies below extend the 3-year Monitoring Report to include all of Central Issaquah, not just Planned Action Area 2. The Three-Year Monitoring Report will track the amount, type and location of growth and determine the consistency of development with the goals and policies adopted in the Central Issaquah Plan and the mitigation measures identified in the EIS. The City may propose amendments to the plan, implementing ordinances and/or may supplement or revise the EIS based on this review

UC Policy D1. An *Annual Monitoring Report* shall be prepared and presented to the City Council on or before January 31 of the following year. The Annual report shall provide development amounts, trends and patterns within Central Issaquah and may recommend changes to plans, policies and ordinances to ensure development is consistent with the vision, goals and policies adopted in the Central Issaquah Plan.

UC Policy D2. A *Three-Year Monitoring Report* shall be prepared and presented to the City Council for review and consideration along with the next required GMA Comprehensive Plan Update (2015 estimate) and every three years thereafter.

UC Policy D3. The *Three-Year Monitoring Report* shall be consistent with the information outlined in Appendix A to the Planned Action Ordinance adopting the Central Issaquah Plan and shall summarize:

- Development amounts, trends and patterns within Central Issaquah;
- Infrastructure Improvements and Implementation Measures; and,
- Recommend changes to plans, policies and ordinances to assure development is consistent with the vision, goals and policies adopted in the Central Issaquah Plan.

Note: These policies supplement *Urban Community Policy B10* and *Housing Policy A3*

Urban Community

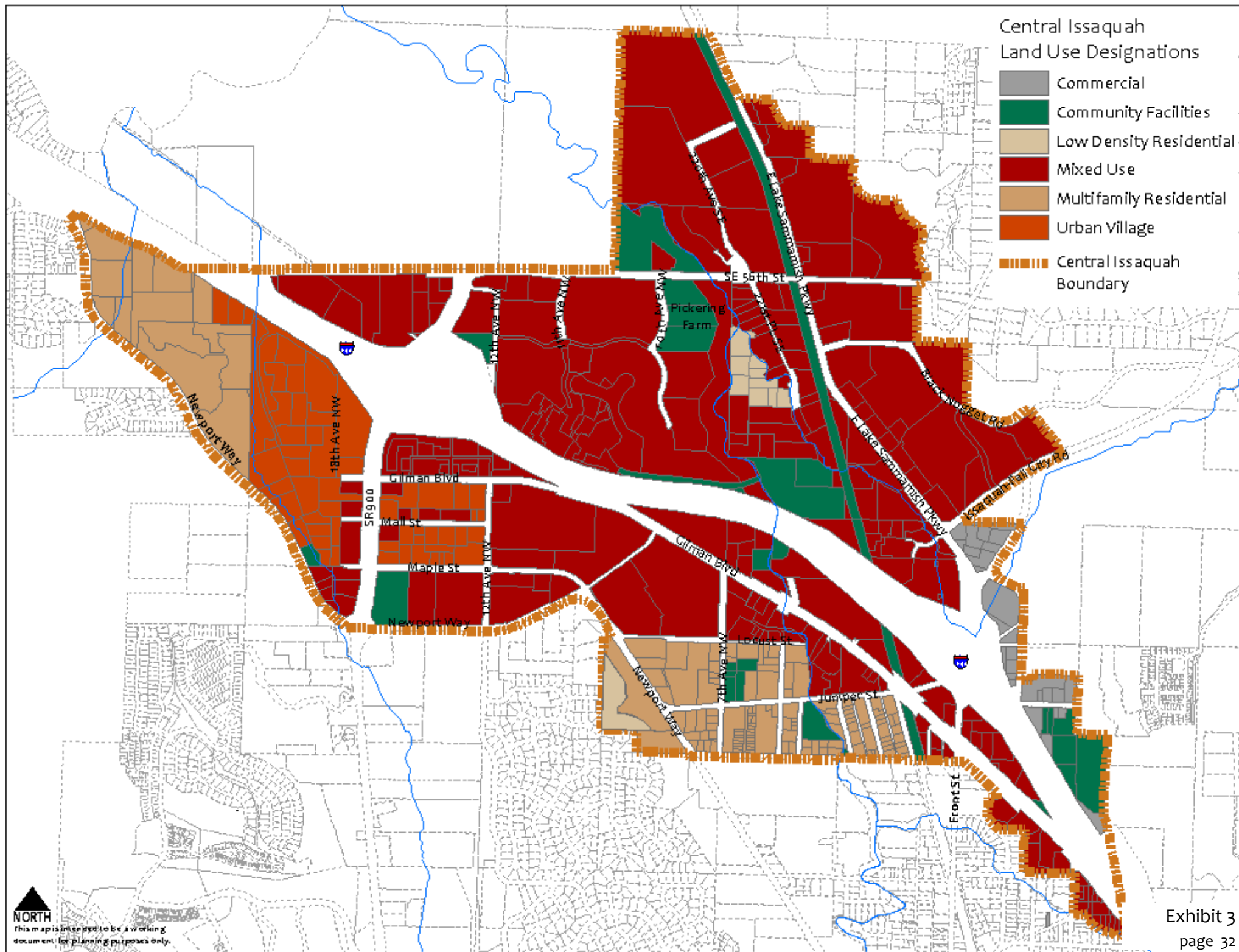
Recommended Implementation Strategies

1. Adopt implementing regulations
 - a. Adopting Development and Design Standards which include height, density, site and building design as necessary first step to implementation. These Standards ensure small scale urban pedestrian oriented development with requirements for Community spaces that will establish a sense of place in the Central Issaquah Districts.
 - b. Adopt updated circulation facility standards that create diverse and interesting urban streetscapes and add to the Active Transportation focus and Green Necklace.
 - c. Amend the Land Use Code permit process and procedures to streamline permit review and streamline environmental review by using the Planned Action Ordinance and Residential Infill Exemption.
 - d. Adopt Design Standards that reduce the visibility of structured parking by:
 1. encouraging under building parking, where possible, with openings in façade screened with ornamental grillwork, artwork (such as metal panels, murals and mosaics) or landscaping;
 2. discouraging off-street surface parking and limiting their location to rear or side yards along the street frontage only when under building parking is not accessible; and
 3. encouraging parking structures to be wrapped along street facades with leasable space to maintain a continuous active pedestrian street front.

AND reduce the visibility of surface parking lots by:










 4. requiring the consideration of future facilities (i.e. utilities, buildings) when designing and locating parking if an entire parcel is not developed;
 5. limiting parking location to rear or side yards and requiring screening with landscaping, low walls, arbors and/or other treatments to soften the visual impacts; and
 6. providing on-street parking.
2. Create Incentives
 - a. Adopt incentives such as the Multifamily Tax Exemption program for housing with affordability in residential and residential/mixed use projects.
 - b. Adopt relaxed affordability levels for Pioneer Projects that include residential and residential/mixed use development.
 - c. Streamline the TDR process and procedures to provide meaningful value to developers and open space for the public
 - d. Adopt lower parking requirements for certain shared uses to add incentives for mixed use development.
 - e. Reduce Transportation Impact Fees for those projects that include urban density development of residential and/or mixed use development
3. Commit to Implement the Green Necklace
 - a. Adopt regulations that require new development and substantial redevelopment to comply with adopted standards and buffers to protect critical areas. When there is a legal nonconforming situation, allow minor redevelopment within buffers, or when the redevelopment reduces the degree of nonconformity and remaining buffer area is enhanced.

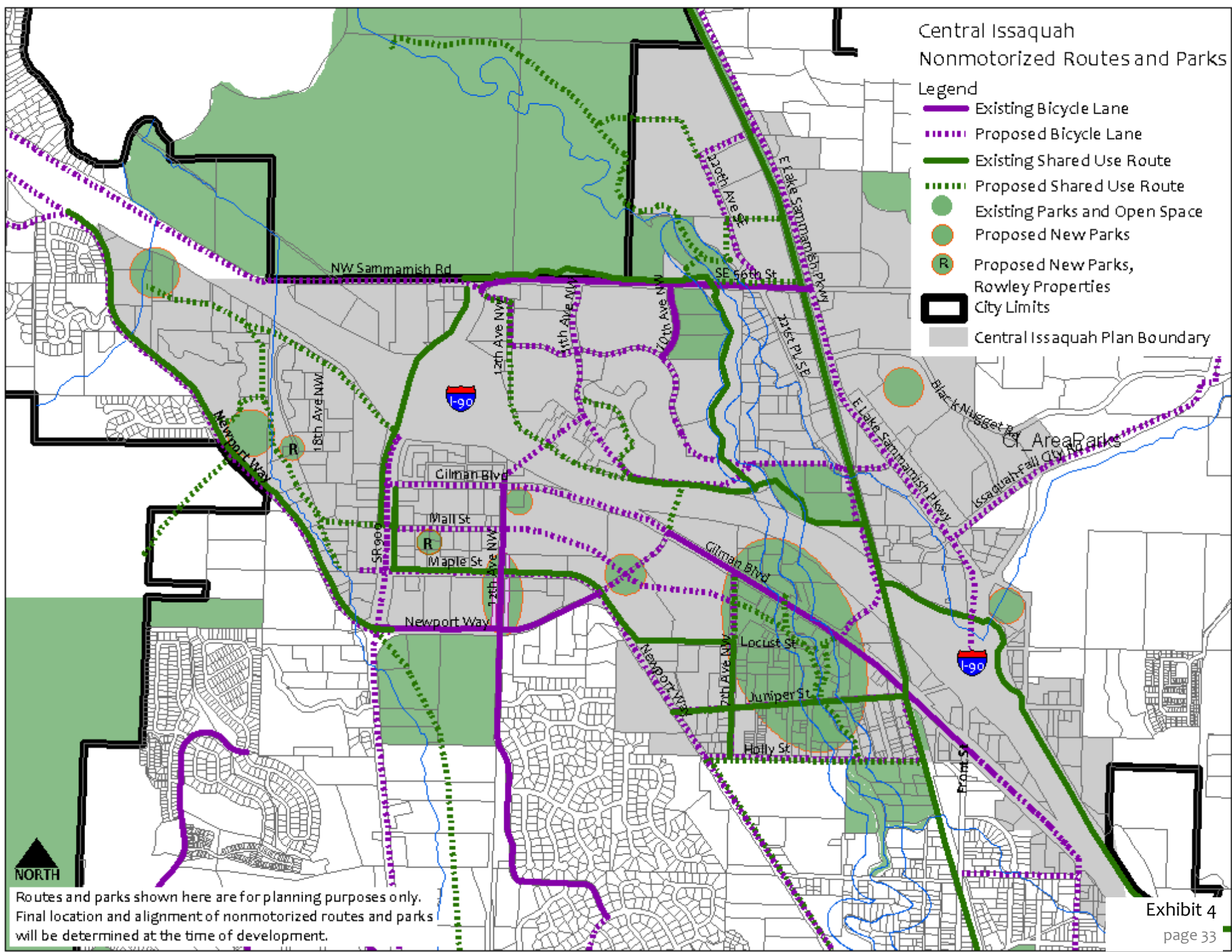
- b. Develop Green Streets where possible, with an abundance of street trees and landscaping
 - c. Prioritize the Annual TIP and CIP for park, open space and trail projects to ensure annual City investment in the Green Necklace.
 - d. Work with regional and local partners to enhance connections to regional trail systems, including Lake Sammamish State Park, Mountains to Sound Greenway, Cougar Mountain and Tiger Mountain.
 - e. Maintain Issaquah's tradition of buying creekside parcels when available to continue creek restoration.
 - f. Pursue partnerships, grants, bonds and other innovative means for financing the completion of the Green Necklace.
 - g. Streamline and simplify the TDR program to increase their use as a viable option for development and green space acquisition.
4. Initiate a Parking District strategy in the Urban Core. This strategy uses a simple tracking process to ensure that an adequate supply of vehicle parking is available in surface, on-street, structured, and decks. In addition, bicycle parking will also be tracked, including bike racks, lockers and private access.
5. Pursue Regional Growth Center designation.



Central Issaquah Nonmotorized Routes and Parks

Legend

-  Existing Bicycle Lane
-  Proposed Bicycle Lane
-  Existing Shared Use Route
-  Proposed Shared Use Route
-  Existing Parks and Open Space
-  Proposed New Parks
-  Proposed New Parks, Rowley Properties
-  City Limits
-  Central Issaquah Plan Boundary



Routes and parks shown here are for planning purposes only.
Final location and alignment of nonmotorized routes and parks
will be determined at the time of development.

Connectivity & Mobility

"We can't keep widening our roads so we have to broaden our thinking."
Charlotte Department of Transportation

Vision. Create a more efficient multi-modal transportation system that includes:

1. Regional and local transit systems, including high capacity transit;
2. A seamless, safe and convenient pedestrian and bicycle network;
3. Transportation demand management and commute trip reduction strategies;
4. A comprehensive circulation facility network, including high-occupancy lanes; and,
5. Strategies to incentivize urban mixed use and residential development that encourage transit and Active Transportation.



Discussion. Automobiles are, and will continue to be, a dominant part of Issaquah's transportation system due in part to Issaquah's location. Located at the crossroads of I-90 and on the edge of the Urban Growth Boundary, Issaquah is a regional commercial center. It is also a pass-through city for residents in Sammamish, Maple Valley and North Bend headed to employment in Seattle, Bellevue and Redmond.

Evolving from suburban strip malls to a cohesive small scale urban community will require changes in how mobility is achieved and measured. Successful implementation of the Central Issaquah Plan will require a significant focused investment to create a diversified transportation system and an influx of residential/mixed uses. Cost and ability to fund these improvements must be serious and early considerations. Shifting from single occupancy vehicles (SOV) to other modes of transportation will be easier with more transit, ride sharing and nonmotorized choices available. The recently completed Bellevue to North Bend I-90 Corridor Study (2011) identifies I-90 corridor improvements, such as the reconstruction of the Front Street Interchange, needed to meet future regional transportation needs. Though this interchange is not expected to require replacement for twenty years or more, the study is a starting point for additional analysis and study for future improvements to the I-90 corridor.

In addition, the 2005 Sound Transit Long Range Plan identifies the I-90 corridor between Bellevue and Issaquah as a high capacity transit (HCT) corridor. *HCT corridors may be candidates for future light rail transit, commuter rail or Bus Rapid Transit service. The final selection of a transit technology will be made based on a detailed corridor study that will examine a full range of technology options.* The long-term redevelopment of Central Issaquah at urban densities should support future transit investment in the HCT corridor and preserve the option of implementing a range of HCT service alternatives in the future.

Connectivity & Mobility Goal A. Increase the share of trips made by transit as Central Issaquah redevelops.

Discussion. Transit will play a larger role in Central Issaquah's future. The City completed a Transit Needs Study in 2002 to evaluate public transportation services provided by METRO and Sound Transit and to identify any unmet transit needs such as locations for additional transit stops and/or more frequent transit stops, the need for Passenger Shelters to promote higher transit use and provide a visible reminder of the availability of transit service, corridor improvements and the City's commitment to put transit facility requirements on par with streets and roads. The study's findings regarding future transit improvements are reflected in this Plan. The Sound Transit 2 Plan (ST2) proposal to extend rail service to Issaquah will also play an important role in connecting Issaquah to other regional employment and housing centers. (Exhibit 6)

King County Metro determines target service levels using the number of households and jobs located within a quarter-mile walking access of transit stops. The Issaquah Transit Center area is considered a transit activity center, identified in KC Metro's Strategic Plan (July 2011). Transit activity centers have All-Day and Peak services, Peak being provided for a limited span compared to All-Day. The exact span of Peak service is based on demands on individual routes. The thresholds used by KC Metro for evaluating transit corridors are as follows:

Score	Households within ¼ mile of stops per corridor mile
75% of highest value (10 points)	3,113
50% of highest value (7 points)	2,075
25% of highest value (4 points)	1,038

Score	Jobs within ¼ mile of stops per corridor mile
50% of highest value (10 points)	17,849
33% of highest value (7 points)	11,780
16.7% of highest value (4 points)	5,926

Achieving these densities of jobs and housing keeps the City regionally competitive in keeping and increasing Metro transit service.

Sound Transit is scheduled to begin studying the extension of high capacity transit (HCT) service to Issaquah as part of the ST2 program. (See Exhibit 6) The High Capacity Transit I-90 Corridor Map (Exhibit 7) shows a broad potential HCT corridor and four general station location alternatives.

- C&M Policy A1.** Commit to a 17% transit, transit supportive and nonmotorized component mode split through:
- investments in the City's Transportation Improvement Program, and nonmotorized projects (Nonmotorized Routes and Parks Map, Exhibit 4); and,
 - strong partnerships with transit providers, local employers and residents.

- C&M Policy A2.** Support the extension of Sound Transit's I-90 Corridor light rail to Issaquah and the construction of a light rail station in the Urban Core.

- C&M Policy A3.** Promote and encourage public participation in the light rail corridor study and the design of Issaquah's light rail system by the following actions.

- a. Establish a committee, before the study begins, including City Council, board/commission members and community members charged with:
 - 1) coordinating with Sound Transit and other jurisdictions that are master planning light rail and/or other transportation systems such as Bus Rapid Transit;
 - 2) Create a report of best practices and a range of actions to guide development and operation of a light rail system in Issaquah, based on their research and public input. Range of actions include amendments to City codes and standards, other City policies and procedures, City capital investments and expectations of Sound Transit.
- b. Work closely with Sound Transit to ensure that the City's best interests are being pursued and best practices are put into place when the study begins.

C&M Policy A4. Work with Sound Transit and METRO to identify opportunities to increase the frequency, span of service and transit options.

C&M Policy A5. Improve intra-city transit service by considering other transit options such as internal circulation bus service and routes, taxis, transit vans and other feasible alternative transit service.

C&M Policy A6. Include transit facilities in the design of public spaces and private developments such as transit shelters, pedestrian buffers between the street and sidewalk, and signage.

C&M Policy A7. Support regional and countywide growth management strategies to create Transit Activity Centers linking urban centers with a high-capacity transit system, busses and other transit modes.

C&M Policy A8. Promote transit ridership and implement the 2002 Transit Needs Study by:

- a. ensuring transit shelters are located at all high volume stops within the Urban Core;
- b. working with transit agencies to ease the Last Mile commute by ensuring riders can get to and from transit stops without a car;
- c. facilitating public/private partnerships between METRO, Sound Transit and major employers and retailers to promote transit ridership and provide transit-related facilities such as bus shelters, bicycle racks and map kiosks;
- d. improving and increasing bike and pedestrian facility connections to bus stops and major transit facilities;
- e. designing ample curb space for future or expanded bus stops.

C&M Policy A9. Work with King County Metro to maintain and improve the speed and reliability of transit service in Issaquah through such actions as Transit Signal Priority, transit lanes and queue bypass lanes.

C&M Policy A10. Consider specific implementation strategies from the King County Metro *Five-year Implementation Plan for Alternatives to Traditional Transit Service Delivery* (June, 2012)

Connectivity & Mobility Goal B. Increase the share of trips made by pedestrians and bicyclists as Central Issaquah redevelops.

Discussion. In the future, many people will choose to bike or walk to and or through Central Issaquah. The area's flat terrain makes it ideal for the extensive bike and pedestrian network proposed in the Plan. Becoming a recognized Bicycle Friendly Community will include many implementation strategies to realize Goal B of increased trips by bicyclists. Similar to being recognized as a Tree City U.S.A, communities applying to be a recognized Bicycle Friendly Community are judged in five categories. These categories are known as the five Es:

- **Engineering:** What facilities have been built to promote cycling in the community, including well designed bike lanes, the availability of secure bike parking and the condition and connectivity of both the off-road and on-road network
- **Education:** What education is available for cyclists and motorists to promote safe biking
- **Encouragement:** How is biking promoted and encouraged, for example biking events, commuter incentive programs and the existence of biking groups
- **Enforcement:** Does the law enforcement community have a liaison with the cycling community, or is there targeted enforcement of bike/motorist sharing the road safely
- **Evaluation and Planning:** Is there measuring of the amount of cycling taking place, crash rates, plus monitoring of how implementation of bike master plan is progressing

C&M Policy B1. Expand the system of dedicated north/south and east/west transportation facilities for pedestrians and bicyclists of all ages and skill levels in accordance with the Nonmotorized Routes and Parks Map (Exhibit 4) to improve safety and comfort. Ensure that Movement Zone improvements are consistent with the Central Plan Street Designation Standards as established in the development standards.

C&M Policy B2. Expand the dedicated bike system in the short term using low cost techniques such as road diets and re-striping to adapt existing streets. Short term projects include:

- a. strong north/south corridors, using the overcrossing at SR900 and the undercrossing at 4th to get from Pickering District to Urban Core and Gilman Districts.
- b. strong east/west corridors on both sides of I-90, using Gilman Blvd and SE 56th/Sammamish Road.

C&M Policy B3. Make it easier, safer, and more comfortable to walk and cycle through Central Issaquah to access recreation, work and transit stops and major transit facilities by implementing actions that allow Issaquah to be recognized as a Bicycle Friendly Community.

C&M Policy B4. Partner with local business, METRO and Sound Transit to create a Bike Share program adjacent to the Issaquah Transit Center. A Bike Share program will provide transit riders a solution to the Last Mile of their

commute and provide local residents and employees access to bikes for local trips.

- C&M Policy B5.** Provide additional pedestrian crossings over Issaquah Creek in the Gilman, Darst Park and East Lake Districts in accordance with the Nonmotorized Routes and Parks Map. (Exhibit 4)

Connectivity & Mobility Goal C. Reduce the share of trips made by single occupancy vehicles (SOV) as Central Issaquah redevelops.

Discussion. In 2011, there were 8 employers within the Central Plan Area taking part in the Commute Trip Reduction program representing approximately 8,350 employees. According to the 2010 Sustainability Indicators, Issaquah's employers with over 100 employees are successfully decreasing SOV trips and increasing the use of van pools, transit, bikes and walking in their commute.

- C&M Policy C1.** Expand employer and neighborhood programs that provide alternatives to SOVs, including Commute Trip Reduction, shared-vehicles (i.e. Zip Cars) and Bike Share.

- C&M Policy C2.** Support the lowering of the Commute Trip Reduction threshold to Issaquah employers with an amount less than 100 employees.

Connectivity & Mobility Goal D. Create a street system that supports the land use and transportation vision for the redevelopment of Central Issaquah.

Discussion. A variety of street types and pedestrian priority design allow the redevelopment of Central Issaquah to be characterized by thriving local businesses, transportation options, positive improvements in public health, and urban growth patterns which use infrastructure efficiently and preserve natural areas.

- C&M Policy D1.** Improve vehicle and pedestrian connectivity within Central Issaquah and between Central Issaquah, Olde Town and the rest of the City.

- C&M Policy D2.** Develop and apply a circulation facility hierarchy with design standards that includes a variety of pedestrian oriented and practical tools to respond the various intensities of use and context in which a circulation facility should be used. Give strong consideration to:

- a. Character and aesthetics in the design and implementation of all street projects;
- b. Integration of open space and landscaping, including street trees;
- c. Sidewalk standards that promote pedestrian functionality and avoid obstructions;
- d. Protected, designated bicycle facilities;
- e. Ample curb space for future or expanded bus stops;
- f. Environmentally sensitive practices, including natural drainage systems, where appropriate; and

g. On-street parking.

C&M Policy D3. Build circulation facilities specifications established in the development and design standards, defined as Circulation Classification Standards. In some cases, there may be extraordinary financial or physical barriers that require deviation from the Standards. Examples include critical areas, mature trees/landscaping, a building within the desired Right of Way, or the City's inability to acquire ROW at a reasonable cost. Establish and adopt criteria to be used as a guide to prioritize the required improvements when circulation facilities are not able to be built in accordance with the specifications.

C&M Policy D4. Create a highly interconnected circulation network by adding motorized and nonmotorized facilities and intersections throughout Central Issaquah as development occurs. Adding circulation facilities and intersections will provide route options and disperse traffic, break up large blocks and provide convenient routes for pedestrians and cyclists and provide more opportunities for hillside views. (See Grid System Map, Exhibit 8)

C&M Policy D5. Emphasize and improve the aesthetics of the I-90/SR900 Gateway by requiring the Movement Zone along SR900 to redevelop according to established development and design standards.

C&M Policy D6. Work with WSDOT to design and build a median, pedestrian overcrossing(s) and physically separated bike lanes along SR900 between the south side of I-90 and Newport Way and connect any other bike/pedestrian routes to SR900.

C&M Policy D7. Improve mobility in Central Issaquah by providing safe, attractive and direct connections across I-90, SR 900 and Issaquah Creek. Potential connections are shown on the Nonmotorized and Grid System Maps, (Exhibits 4 and 8) and include a multi-modal crossing over I-90 connecting 12th Avenue NW and 11th Ave. NW, additional pedestrian crossings of I-90 and additional pedestrian crossings over Issaquah Creek. Pedestrian crossings of SR 900 should also be planned in accordance with C & M Policy D6.

- a. multimodal crossing connection 12th Avenue NW and 11th Avenue NW over I-90
- b. pedestrian crossing along Tibbetts Creek from the Western Gateway District over I-90 to Lake Sammamish State Park
- c. pedestrian crossing from NW Maple St., across I-90 to the Pickering Trail
- d. pedestrian crossing over Issaquah Creek connecting the east and west sides of Holly Street
- e. pedestrian crossing over Issaquah Creek, northeast of SE 56th Street and west of 220th Avenue SE.

C&M Policy D8. Invest private and public funds in architecture and Circulation Facility design that support transit choices such as transit facing entries, weather protection and pedestrian connections between buildings and Community Spaces, and transit stop spacing that supports fast, efficient transit.

- C&M Policy D9.** Give strong consideration to the design and construction of Circulation Facilities and streetscapes to ensure an aesthetically inviting pedestrian environment that supports urban community and a variety of transportation choices.

Connectivity & Mobility Goal E. Invest strategically in transportation.

Discussion. Currently, a significant percentage of transportation funding is spent on expanding and improving local and regional motorized corridors. In order to strengthen Active Transportation, the gap between motorized and nonmotorized spending needs to be narrowed by allocating more funding toward Active Transportation infrastructure. By percentage, less funding should be invested in widening existing roads as they divide the City and have adverse economic and environmental impacts. Shifting resources toward Active Transportation implementation will support pedestrian oriented development.

- C&M Policy E1.** Increase the percentage of annual transportation funding dedicated to transit, sidewalks, trails and bike lanes by shifting funding from motorized facilities.

Connectivity & Mobility Goal F. Incentivize urban mixed use and residential development in the Central Issaquah Urban Core by reducing the trip generation rate for urban density.

Discussion. Urban density residential and mixed use development encourages pedestrian trips and transit use and reduces reliance on the SOV for some trips. Reducing the trip generation rate for these uses recognizes this trend and will further encourage these uses in the Urban Core. This will help achieve the City's goal that transit and pedestrian trips will account for approximately 17 percent of all PM peak hour trips by 2031.

- C&M Policy F1.** The trip generation rate for residential, office/commercial and residential mixed use projects in the Central Issaquah Urban Core shall be reduced by ten percent when:
- The applicant has signed an agreement binding current and future owners to implement an approved Transportation Demand Management program; and,
 - The project density is at least 75 percent of the maximum district FAR; and,
 - All required parking is structured parking unless a phasing plan is approved allowing interim surface parking on a future building site.

The trip reduction in C&M Policy F1 *shall not apply* to development at any density outside the Urban Core, nor to development within the Urban Core that does not meet the criteria in C&M Policies F1 and G2 including retail projects not part of a mixed use project.

Connectivity & Mobility Goal G. Use the City's Transportation Impact Fee to incentivize and support transit and Active Transportation trips.

Discussion. The City mitigates the impact of new development on the City's transportation system by imposing transportation impact fees. By law, any impact fee imposed must be reasonably related to the impact created by the development. Reducing the motorized transportation impact fee for residential and mixed use development within the Urban Core recognizes the shift from SOV's to other modes of transportation that occurs with urban density development, will encourage urban density development in Central Issaquah and help the City achieve its non-motorized and transit goals.

C&M Policy G1. Establish an Active Transportation impact fee to assure that new development in Issaquah, including Central Issaquah, contributes its fair share to non-motorized transportation improvements.

C&M Policy G2. Reduce the motorized transportation impact fee for residential, office/commercial and residential mixed use projects in the Central Issaquah *Urban Core* by ten percent when:

- a. The applicant has signed an agreement binding current and future owners to implement an approved Transportation Demand Management program; and,
- b. The project density is at least 75 percent of the maximum district FAR; and,
- c. All required parking is structured parking unless a phasing plan is approved allowing interim surface parking on a future building site.

No reduction shall be made in the Active Transportation impact fee.

C&M Policy G3. Update Transportation Impact Fees to include Central Issaquah transportation projects within two years of Plan adoption.

Connectivity & Mobility Goal H: Coordinate with WSDOT on future improvements to SR 900 that improve mobility for all users and create a gateway sense of arrival at the Central Issaquah Plan's western edge.

Discussion. SR900's role, as a WSDOT State Route, is to connect adjoining cities to I-90 and its surrounding neighborhoods. SR900 also contributes significantly to the social public realm and in forming the structure of vibrant neighborhoods, consistent with a complete, compact and connected fabric.

C&M Policy H1. Partner with WSDOT and where appropriate, local property owners, to improve pedestrian circulation and crossings along SR900. Future improvements may include adding a median pedestrian refuge, enhancing the boardwalk/ connectivity; separating bike lanes from the roadway, pedestrian bridge(s) and/or other improvements that improve safety and access for all users.

C&M Policy H2. Partner with WSDOT to implement traffic calming measures, but that still aid in the effective flow of SR900 to/from I-90.

- C&M Policy H3.** Partner with WSDOT to transform SR 900 into a more appropriate gateway for Issaquah; e.g., healthy landscaping, good signage, and a statement one has arrived to Issaquah.
- C&M Policy H4.** No longer widen SR900 to support AM/PM peak traffic trip. Coordinate with WSDOT regarding the LOS and future improvements along this corridor.
- C&M Policy H5.** Improve connectivity in Central Issaquah by providing safe, attractive and direct connections to and from SR 900. Potential connections are shown on the Nonmotorized and Grid System Maps (Exhibits 4 and 8).

Connectivity & Mobility

Recommended Implementation Strategies

1. Commit to 17% transit, transit supportive and nonmotorized component:
 - a. Prioritize the Annual TIP and CIP for transit, transit supportive and nonmotorized projects to ensure annual City investment toward the 17% mode split.
 - b. Work with regional and local partners to fund transit, transit supportive and nonmotorized projects.
 - c. Pursue partnerships, grants, bonds and other innovative means for funding transit, transit supportive and nonmotorized projects.
 - d. Proactively work with Sound Transit and the Issaquah community to ensure the City's best interests are being pursued before and during Sound Transit's Light Rail Corridor Study to extend the I-90 Corridor light rail to Issaquah's Urban Core.
 - e. Work closely with Sound Transit, METRO and community partners to increase service, add routes, expand transit options and solve the "last mile" issue for transit riders.
 - f. Adopt Active Transportation Impact Fees for new development to aid in funding nonmotorized facilities.
 - g. Monitor the transportation system to ensure Issaquah is making progress toward 17% mode split.
 - h. Ensure Transit Oriented Development is built within the Urban Core through incentives, development and design standards and streamlined review process.
2. Become a Bike Friendly Community:
 - a. Create an Active Transportation Commission or Task Force charged with implementation of the 5 Es (Engineering, Education, Encouragement, Enforcement, and Evaluation) necessary to become certified as a Bike Friendly Community.
 - b. Implement a City-wide Bike and Pedestrian Master Plan that includes Central Issaquah as the hub and connects with the rest of the City and with regional routes.
 - c. As the extensive bike network is being implemented through annual investment in the CIP and TIP, expand the dedicated bike system in the short term through low cost techniques such as road diets and re-striping.
 - d. Create a Bike Share program in the Urban Core through partnerships with local business, local bike groups, METRO and Sound Transit.
 - e. Fund and implementing a City-wide Bike and Pedestrian Master Plan;
 - f. Support biking and walking clubs and events, and commuter incentive programs among various user groups to expand local ridership;
 - g. Fund bike infrastructure such as secure bike racks, bike rails and bike stations;
 - h. Provide incentives for businesses to provide showers and other bike facilities for their workers and customers;
 - i. Require weather protection over sidewalks along pedestrian oriented streets;
 - j. Provide pedestrian and bike way-finding signage; and
 - k. Design intersections along pedestrian oriented streets with pedestrians and cyclists as the priority.
3. Invest strategically in transportation:
 - a. Update the City's Transportation Impact Fees to include Central Issaquah's transportation projects.
 - b. Create a circulation system that supports the land use and transportation vision for the redevelopment of Central Issaquah through annual investment in the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP). When possible, focus investments in the Urban Core to provide the most leverage and incentive to redevelopment.
 - c. Expand neighborhood and employer programs that provide alternatives to SOVs.

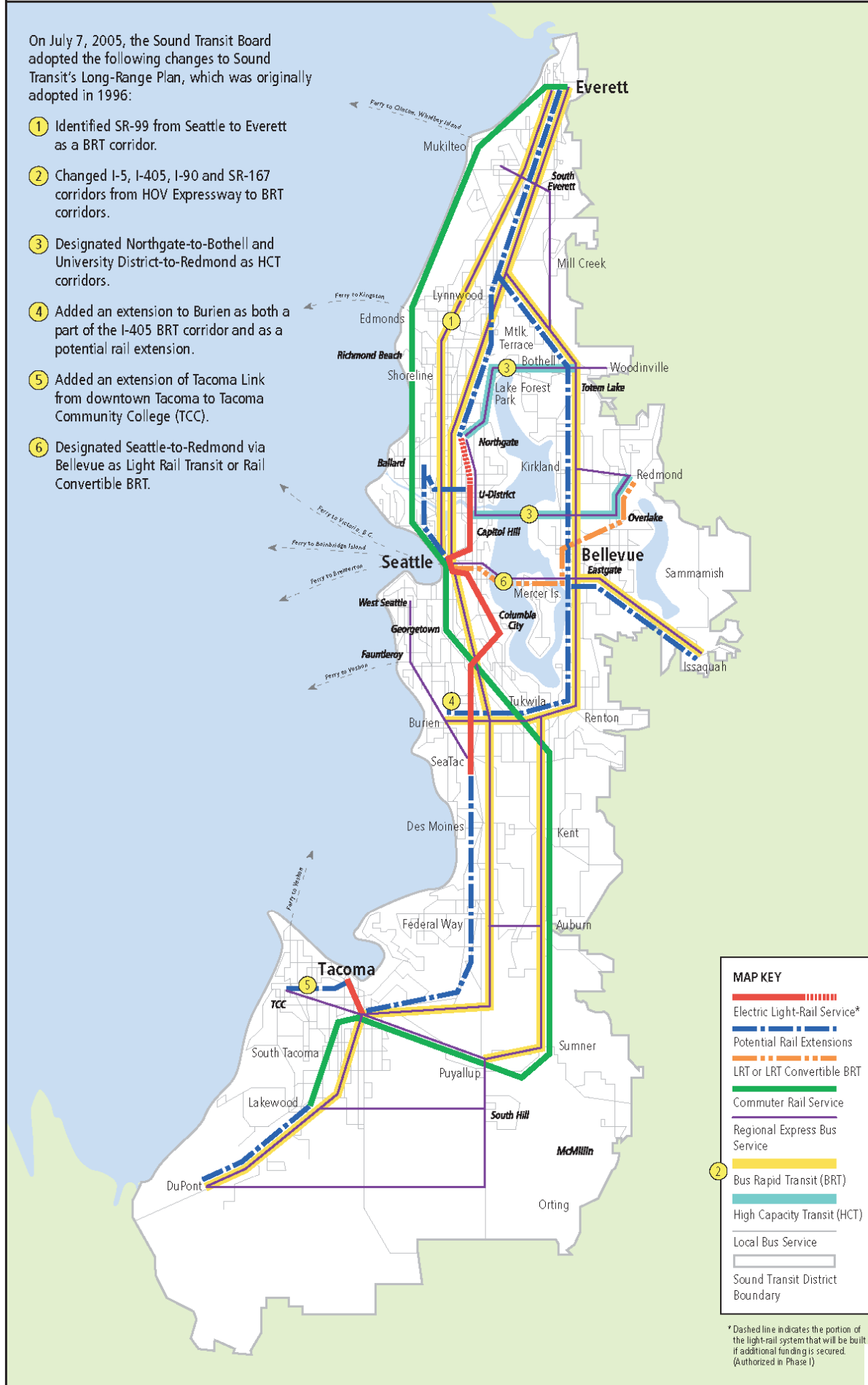
Use the Active Transportation Fee to provide funding for nonmotorized and transit supportive projects.

- d. Work with WSDOT and PSRC to assure consistency with regional and state policies and transportation plans, including the Washington Transportation Plan, state Highway System Plan and the PSRC Regional Transportation Plan Transportation 2040.

2005 LONG-RANGE PLAN

On July 7, 2005, the Sound Transit Board adopted the following changes to Sound Transit's Long-Range Plan, which was originally adopted in 1996:

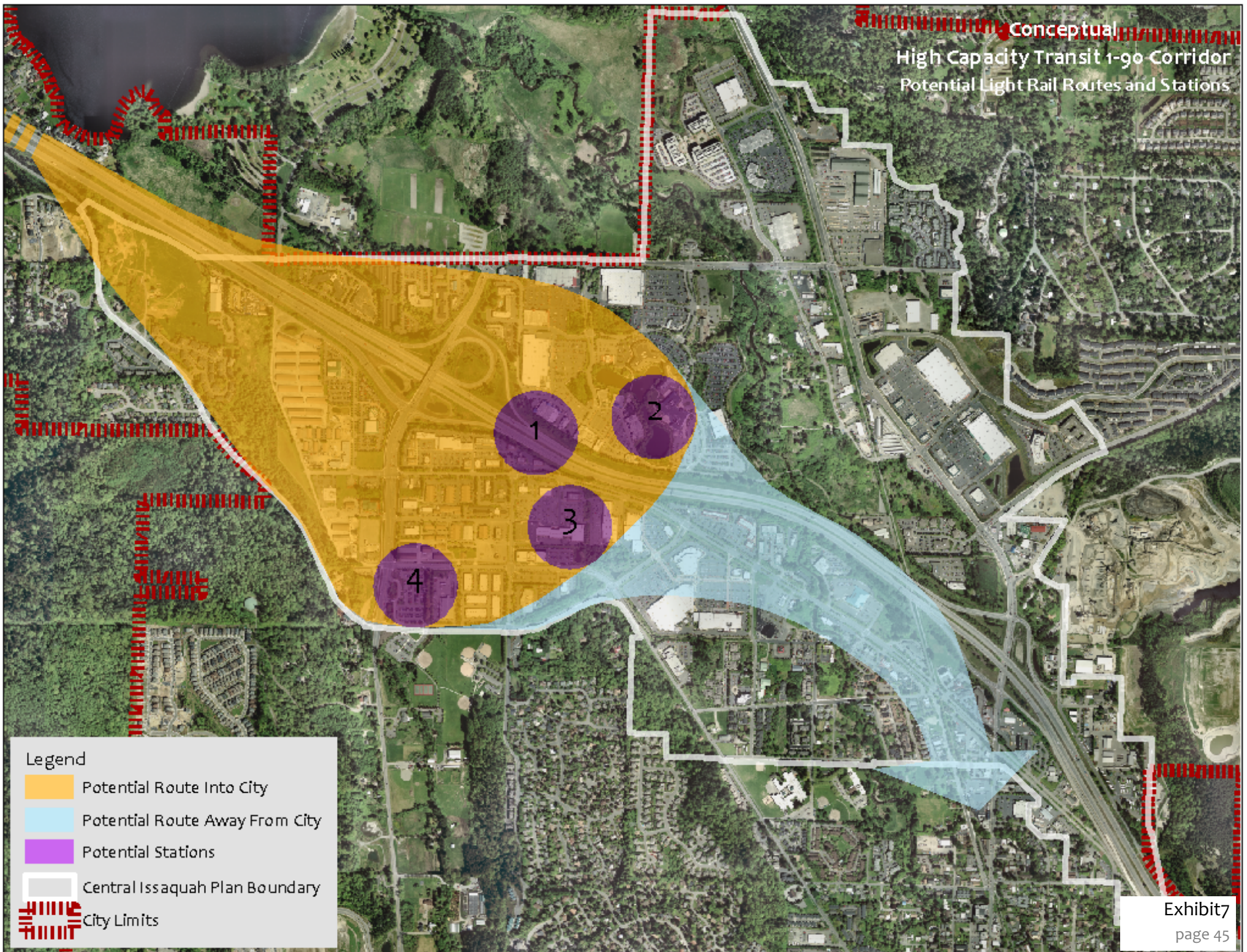
- 1 Identified SR-99 from Seattle to Everett as a BRT corridor.
- 2 Changed I-5, I-405, I-90 and SR-167 corridors from HOV Expressway to BRT corridors.
- 3 Designated Northgate-to-Bothell and University District-to-Redmond as HCT corridors.
- 4 Added an extension to Burien as both a part of the I-405 BRT corridor and as a potential rail extension.
- 5 Added an extension of Tacoma Link from downtown Tacoma to Tacoma Community College (TCC).
- 6 Designated Seattle-to-Redmond via Bellevue as Light Rail Transit or Rail Convertible BRT.



MAP KEY	
	Electric Light-Rail Service*
	Potential Rail Extensions
	LRT or LRT Convertible BRT
	Commuter Rail Service
	Regional Express Bus Service
	Bus Rapid Transit (BRT)
	High Capacity Transit (HCT)
	Local Bus Service
	Sound Transit District Boundary

* Dashed line indicates the portion of the light-rail system that will be built if additional funding is secured (Authorized in Phase I)




Conceptual
High Capacity Transit I-90 Corridor
Potential Light Rail Routes and Stations



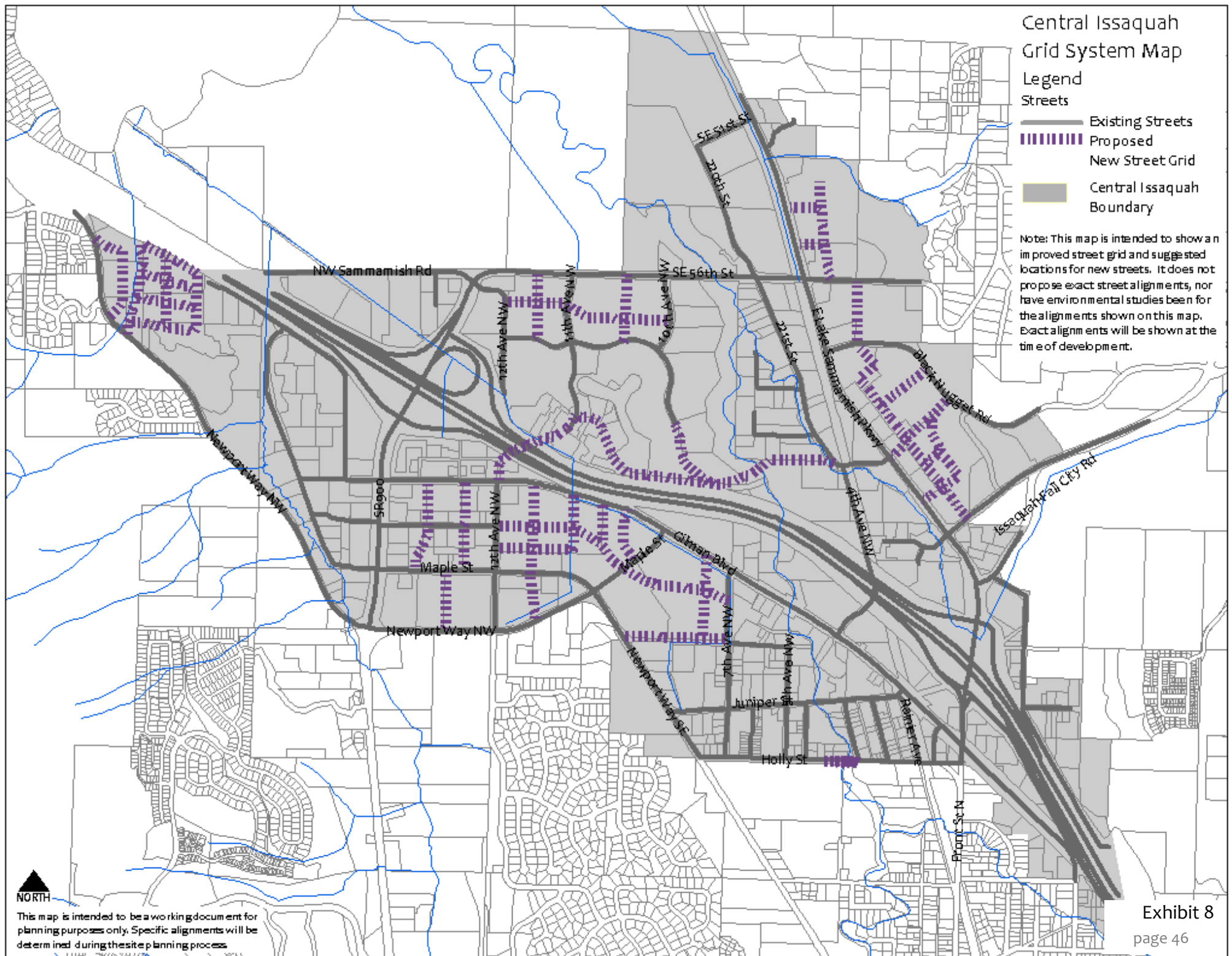
Central Issaquah Grid System Map

Legend

Streets

-  Existing Streets
-  Proposed New Street Grid
-  Central Issaquah Boundary

Note: This map is intended to show an improved street grid and suggested locations for new streets. It does not propose exact street alignments, nor have environmental studies been for the alignments shown on this map. Exact alignments will be shown at the time of development.



This map is intended to be a working document for planning purposes only. Specific alignments will be determined during the site planning process.

Environment

*If the city is not well-designed, its impact
on the surrounding nature will be lethal.*
Javier Cenicacelaya

VISION. Build a sustainable and sustaining community that draws nature into this developing urban community, creates landscapes that restore both nature and human activity, and cares for and preserves the natural environment for ourselves and future generations.

Environment Goal A. Improve stormwater quality and management over current conditions.

Discussion. Coordinated stormwater systems may: 1) be more cost effective for some developments; 2) result in the creation of landscape features and green space; 3) improve water quality, and 4) increase green space

In February 2010, new stormwater regulations put in place by the State Department of Ecology (the National Pollutant Discharge Elimination System (NPDES) Phase II permit) placed a significant burden on property owners that desire to redevelop but must mitigate for impacts of stormwater runoff. As allowed by NPDES, the City retained a team of consultants to evaluate alternatives to meet the NPDES regulations while reducing the stormwater requirement burden. Results of the study showed that areas draining to Tributary 0170, Pickering Ditch, and the East Lake Sammamish Tributary can be allowed to have a different level of stormwater retention/detention, compared to areas that drain to Issaquah Creek and other large streams, and still provide the necessary protection to the streams. A map showing the location of these three tributaries can be found in Exhibit 9, Valley Bottom Drainage Basins.

As a result of the study, regulation changes were made modifying the amount of retention/detention required by City code by allowing re-development projects to discharge stormwater at rates equal to existing conditions instead of having to match runoff rates that existed historically using forested conditions. This substantially reduces the amount of retention/detention required in those basins where it was shown to be allowed, thereby allowing for more flexible redevelopment. These changes are applicable only to certain drainage areas within the Central Issaquah Area, as shown on Exhibit 9, and specifically on the requirement for retrofitting of stormwater flow control when existing impervious surfaces are removed and replaced during redevelopment of properties. The regulations do not affect requirements for mitigating the impacts of new impervious surfaces, or for stormwater water quality treatment.

These changes provide an effective stormwater management policy for Central Issaquah that is compatible with protecting the receiving waters and the City's long-range land use goals for desired future redevelopment.

E Policy A1. Coordinate stormwater detention and treatment for several properties as opposed to multiple individual systems, when possible, to provide more effective stormwater management, greater environmental benefit and cost efficiency. When detention is not required, ensure full water quality treatment is provided in accordance with drainage manual requirements.

- E Policy A2.** Protect healthy stands of prominent trees, plant street trees and trees along the Green Necklace to improve the tree canopy and aid in stormwater management in Central Issaquah.
- E Policy A3.** Encourage on-site stormwater management and the conservation and recapture of rainwater for use in on-site irrigation systems.
- E Policy A4.** Adopt stormwater code requirements that improve stormwater quality, reduce flooding and do not unreasonably limit the redevelopment of Central Issaquah at urban densities.

Environment Goal B. Enhance wetlands and the riparian corridors of Issaquah Creek, Schneider Creek and Tibbetts Creek to improve environmental functions and fish and wildlife habitat.

- E Policy B1.** Require new development and substantial redevelopment to comply with adopted standards and buffers to protect critical areas.
- E Policy B2.** Allow minor redevelopment within buffers when there is a legal nonconforming situation, the redevelopment reduces the degree of nonconformity and the remaining buffer area is enhanced.
- E Policy B3.** Require environmental improvement, including increasing a non-conforming buffer width and/or buffer enhancement, for the incremental expansion of existing development that does not comply with adopted critical area standards and buffers.
- E Policy B4.** Connect natural areas to stream corridors and open spaces outside Central Issaquah.
- E Policy B5.** Purchase creek-side parcels to enhance and restore Issaquah's creeks.
- E Policy B6.** Enhance Riparian corridors and wetlands to integrate the views and open space they provide into the redevelopment of Central Issaquah.

Environment Goal C. Take steps to create a sustainable community, consistent with the City's Sustainability Indicators and Comprehensive Plan Sustainability Policies.

Discussion. The City has long prioritized sustainability as an overall objective. The Comprehensive Plan contains numerous policies related to sustainability. In 2009, with subsequent updates, the City established Sustainability Indicators to help the City track its performance in environmental, economic, and social sustainability.

The City is a regional and national leader in sustainability, including early adoption of food waste collection, prohibition of nonrecyclable/noncompostable food containers, the highest number of vanpools in the State per capita, and consistent leading edge construction of green buildings such as zHome and Fire Station 72.

E Policy C1. Establish a Sustainability Building Strategy for Central Issaquah that outlines and prioritizes actions to achieve the City's Sustainability Indicators, Policies and Energy/Climate Plan. Maintain innovation as a keynote to the City's sustainability efforts.

E Policy C2. Encourage buildings and infrastructure in the public and private sectors which:

- a. Use less energy and have a lower climate impact
- b. Use less water
- c. Are less toxic and healthier
- d. Incorporate recycled, third party green certified, and locally produced materials
- e. Reduce stormwater runoff
- f. Provide wildlife habitat

When green building technologies, products, and processes reach an appropriate point in their maturation, and where they can be applied in a cost effective manner in production building, the City should seek to require their use through regulation. However, such regulation should be done in conjunction with regional and State initiative to avoid putting the City at a competitive disadvantage.

Environment Goal D. Achieve the City's 2050 target of an 80% reduction in greenhouse gas emissions through land use, transportation, and commercial and residential building strategies.

Discussion. The City places the highest priority on reducing its climate impacts and carbon emissions, given the significant risks associated with inaction. Issaquah's Comprehensive Plan establishes an aggressive but necessary goal of reducing greenhouse gas emissions in total by 80% by 2050. The Mayor also signed the U.S. Conference of Mayors Climate Protection Agreement. Given the amount of new construction expected in Central Issaquah, how this area develops will play a critical role in the City's achievement of its climate goals.

At the time of adoption of this Plan, the City is also in the midst of creating an Energy and Climate Plan, which will provide a roadmap for achieving this goal Citywide. Initial research for the Energy and Climate Plan determined that Citywide, the source of carbon emissions fall into four major categories:

- Motorized vehicles
- Businesses
- Residences
- Waste

Dense, pedestrian oriented, mixed use development such as that proposed in the Central Issaquah Plan has significant inherent climate benefits. This type of development is much more conducive to walking, biking, and using transit, all of which significantly reduce climate impacts. In addition, multistory buildings, both residential and commercial, use significantly less energy per square foot, due to shared walls. A further benefit of dense development is the possibility of a district energy system, which would provide electricity and heat more efficiently, due to captured waste heat and significantly reduced transmission line losses. In addition, trees and vegetation within the City serve to reduce the City's climate impacts.

- E Policy D1.** Adopt an Energy and Climate Plan for Central Issaquah which establishes an action plan for achieving the City's overall energy and climate impact reduction goals, and focuses on the near term implementation strategies. In the near term, this may include a goal to decrease per capita GHG emissions as an interim measure to reach the long-term goal of an 80 percent reduction in total emissions by 2050.
- E Policy D2.** Prioritize inclusion of nonmotorized and transit oriented mobility improvements and design elements such as sidewalks, bike lanes, bikeways, kiosks, maps, and street furniture, recognizing their climate reduction benefits.
- E Policy D3.** Locate and install electric vehicle charging stations for vehicles of workers, residents and visitors, in public and private developments.
- E Policy D4.** Lobby for regional and Statewide regulations which match the City's climate reduction targets, while avoiding putting the City at a competitive disadvantage with surrounding communities.
- E Policy D5.** Consider establishing a program to support energy efficiency retrofits of existing buildings which will not be redeveloped in the short term. Include strategies such as bond financing, facilitation of rebates and incentives, and information sharing.
- E Policy D6.** Analyze the feasibility and cost effectiveness of a district energy heating/cooling/electricity system for the Urban Core, and pursue its creation if it is determined to be viable. Require buildings within the Urban Core to be built with an internal heating/cooling distribution system which can easily connect with district heating/cooling in the future.
- E Policy D7.** Work with Puget Sound Energy to expand Issaquah participation in the Green Power Program, a voluntary way for residents and businesses to buy renewable energy equal to the amount of electricity they use. This supports independent renewable energy projects, including wind, solar and biomass located in the Pacific Northwest.
- E Policy D8.** Retain existing trees in critical areas and their buffers, along designated pedestrian corridors and in other urban green spaces. Plant new trees consistent with Central Issaquah's other policies and standards recognizing their micro-climate, urban design and livability benefits.
- E Policy D9.** Work with:
- Seattle Tilth, Master Gardner Programs, Issaquah Food Bank, Issaquah Garden Club and other partners to create places for P- patches and local agriculture as part of the Green Necklace;
 - Issaquah Alps Club, Cascade Bike, Mountains to Sound, Forterra (formerly Cascade Land Conservancy) and other partners to accelerate the creation of the Green Necklace; and,
 - existing and new business and other partners to shepherd pilot projects for visionary implementation in energy production

(solar/wind/geothermal/recycle/reuse), food production (local agriculture), mobility enhancement (Bike Share/transit), and business incubators.

Environment Goal E. Complete the Tibbetts Creek Greenway Restoration Plan in conjunction with new development in the Western Gateway District and redevelopment of the Hyla District.

Discussion. The Tibbetts Creek Greenway Restoration Plan was adopted in 1995 and much of the plan has been implemented. The Rowley Development Agreement (Appendix J, 7.0 B. Buffer Areas) and the Central Plan and development standards seek to complete the restoration plan for Tibbetts Creek.

E Policy E1. Collaborate with property owners in the Western Gateway to ensure the completion of the Tibbetts Creek Greenway Plan.

Environment Goal F. Protect and contribute to the enhancement of the Mountains to Sound Greenway.

Discussion. Throughout the transformation of Central Issaquah, the City and its developers have the opportunity to expand on this designated National Scenic Byway.

E Policy F1. Designate a Mountains to Sound Greenway overlay to preserve and enhance the green, natural feel of Issaquah.

E Policy F2. Encourage the integration and connection to the Greenway as part of the Green Necklace.

E Policy F3. Work with WSDOT and Mountains to Sound Greenway to implement the Mountains to Sound Greenway Regional Trail System, and complete the trail through the Issaquah/ Lake Sammamish Gap.

Environment Goal G. Improve and expand the use of Transfer of Development Rights (TDR) to locate density adjacent to urban services while preserving developable open space.

Discussion. The Central Plan area includes the majority of the City's Receiving Sites for Transfer of Development Rights. The City also has an interlocal agreement with King County to allow the transfer of development rights within the Issaquah Basin to City Receiving Sites. Using TDRs creates added value for Receiving Site developers while providing another option for value to Sending Site property owners instead of building on their constrained land.

E Policy G1. Improve and promote the Transfer of Development Rights program as a viable option for achieving green space requirements while increasing on-site development potential.

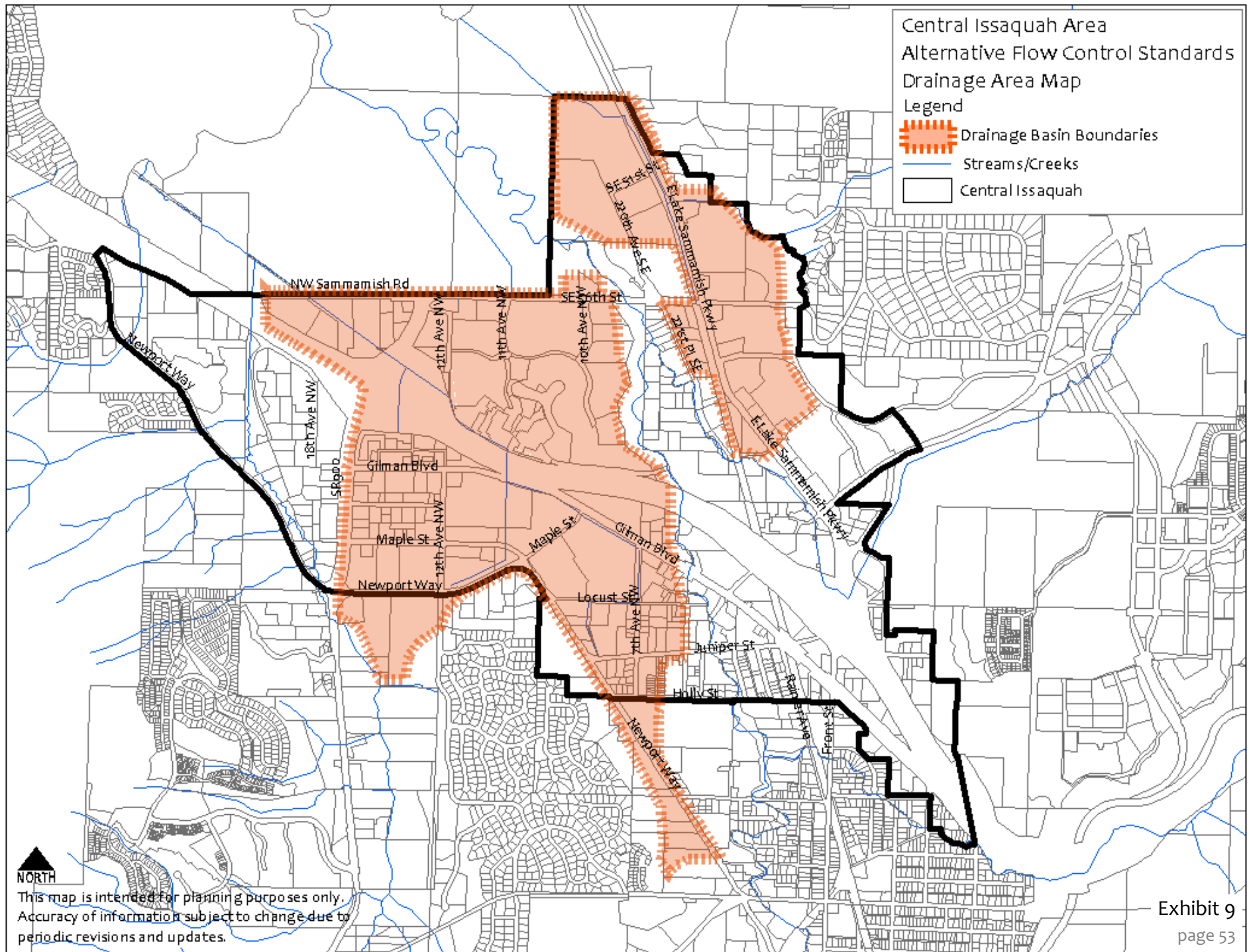
E Policy G2. Create a streamlined and predictable TDR program that adds incentive and value for large and small developers.

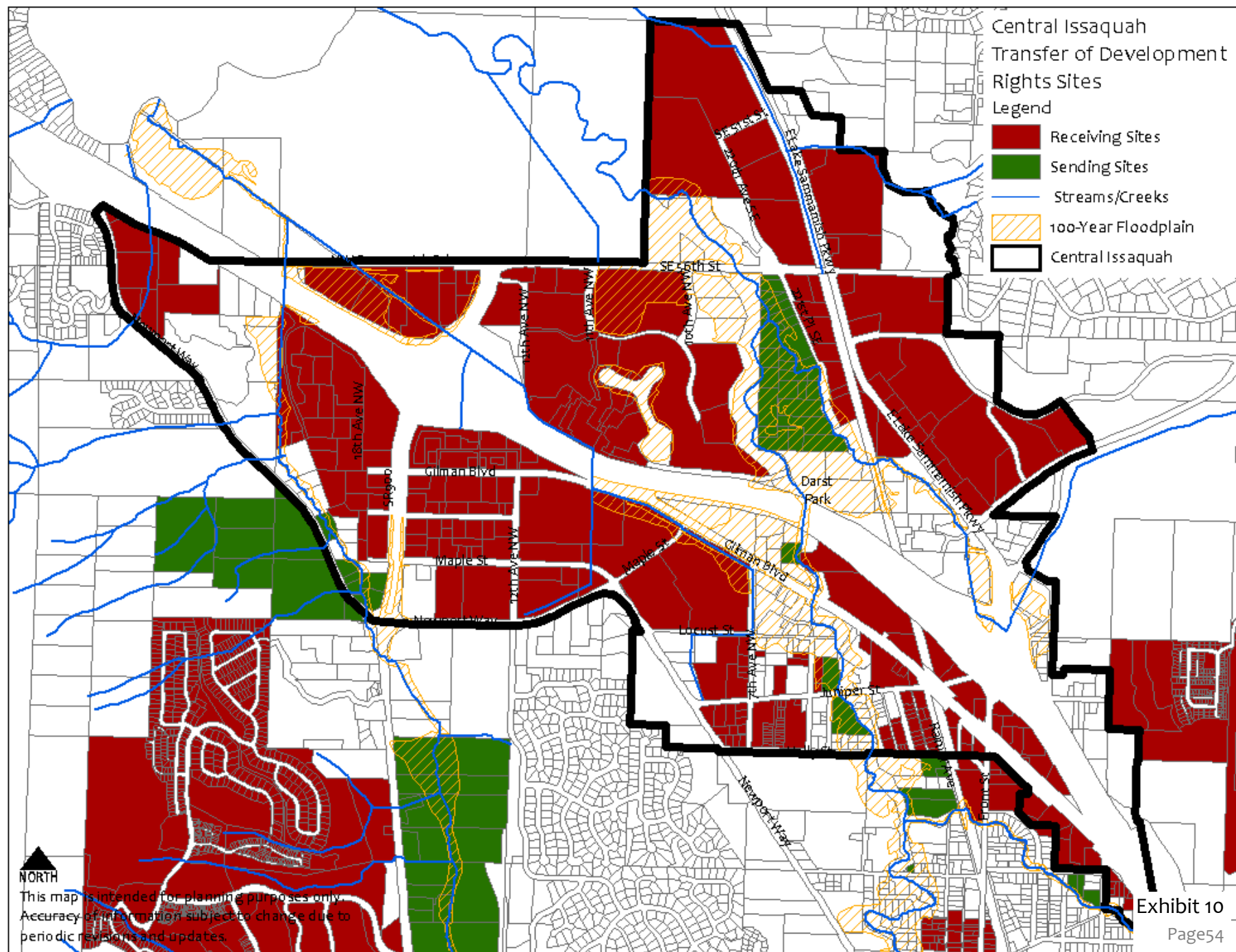
Environment

Recommended Implementation Strategies

1. Improve stream and wetland functions over current conditions.
 - a. Adopt regulations that require new development and substantial redevelopment to comply with adopted standards and buffers to protect critical areas. When there is a legal nonconforming situation, allow minor redevelopment within buffers when minor expansion reduces the degree of nonconformity and remaining buffer area is enhanced.
 - b. Maintain Issaquah's tradition of buying creekside parcels when available to continue creek restoration.
 - c. Preserve and enhance the value and functions of critical areas and their buffers while providing for public access (physical and visual) and enjoyment of natural areas by allowing trails, viewing platforms and other public amenities within buffers.
2. Improve stormwater quality and management over current conditions:
 - a. Protect healthy stands of prominent trees, plant street trees and trees along the Green Necklace to aid in stormwater management.
 - b. Coordinate stormwater detention and treatment for several parcels where possible and find creative ways to meet stormwater requirements.
 - c. Use City projects and streetscapes for pilot projects such as rainwater conservation, rain gardens and native drought tolerant landscaping.
3. Improve energy and resource conservation over current conditions. Complete a draft of Sustainable Building Strategies for Central Issaquah by the end of the first quarter 2013 that addresses the following.
 - a. Create incentives for alternative and sustainability energy sources and resource conservation practices in site planning, building development and building life cycle.
 - b. Create partnerships to launch pilot projects in green building techniques, energy efficiency, renewable energy, and green infrastructure.
 - c. Using Central Issaquah's unique place within Issaquah and the edge of the Urban Growth Boundary, spotlight alternative energy, resource conservation, local agriculture, mobility options and other related goals through pilot projects.
 - d. Expand the use of Fire Station 72 for education and catalyzation of deeply sustainable development.
 - e. Pursue development of a Central Issaquah deep sustainable building catalyst project as a public project or with a private partner.
 - f. Perform deep green retrofits on existing City facilities and private development.
 - g. Consider requiring disclosure of energy use per square foot by non-residential and multifamily buildings.
 - h. Analyze the feasibility and cost effectiveness of a district energy heating/cooling/electricity system for the Urban Core.
 - i. Lobby for regional and Statewide regulations which match the City's climate reduction targets, while avoiding putting the City at a competitive disadvantage with surrounding communities.
 - j. Investigate creation of a sustainable building feebate which charges development that does not achieve certain levels of green building certification and which provides rebates to those which do.
4. Commit to implement the Green Necklace
 - a. Complete the Tibbetts Creek Greenway Restoration Plan.
 - b. Integrate the Mountains to Sound Greenway into the Green Necklace.

- c. Streamline the TDR process and procedures to provide meaningful value to developers and open space for the public. Work with King County to preserve key Sending Sites in the Issaquah Creek Basin through the Issaquah/King County TDR interlocal agreement.





Economic Vitality

*Economy is the method by which we prepare today
to afford the improvements of tomorrow.*
Calvin Coolidge

VISION. Foster redevelopment through processes that balance flexibility and predictability, effectively use financial incentives, and cultivate public/private partnerships that result in win-win solutions.

Economic Vitality Goal A. Maintain Central Issaquah as the community's economic engine by accommodating and attracting the majority of Issaquah's anticipated job growth.

Discussion. The City recognizes the economic value and community benefits that Central Issaquah provides as the City's major employment center. This Plan strengthens this role by:

- a. removing the impediments to greater density caused by existing parking, lot coverage and building height regulations;
- b. identifying the public and private investment in infrastructure and public amenities necessary to support growth;
- c. implementing a land use incentive system that makes additional floor area and building height available in exchange for infrastructure and amenities that contribute to an environmentally sustainable, economically vibrant and attractive community;
- d. promoting diverse goods, services and employment opportunities; encouraging local ownership, local businesses, entrepreneurial activity and investment through a streamlined review process; and,
- e. encouraging the development of unique spaces where businesses can grow from inception to maturity, eliminating the need for businesses to move to adjacent communities in order to grow.

EV Policy A1. Phase development so that transportation, open space, and other infrastructure are in place or committed to serve the needs of growth.

EV Policy A2. Provide incentives, when appropriate, to encourage the redevelopment of Central Issaquah.

EV Policy A3. Adopt and ensure a streamlined review and permitting process that encourages smart, innovative and creative solutions.

EV Policy A4. Adopt clear design standards with a menu of options, opportunities and incentives for design flexibility and development review process that provides for an expedited process for administrative review and approval when all development regulations and design standards are met.

EV Policy A5. Adopt a Floor Area Ratio (FAR) based code in order to achieve desired mix of uses, including ground floor retail, under building parking and a variety of housing types.

EV Policy A6. Invest public investment dollars in Central Issaquah infrastructure to promote private investment, stimulate the location of businesses and create an attractive employment center.

EV Policy A7. Amend the Land Use Code to allow Corporate Identifications Signs on the upper floor of a High Rise Structure to indicate it is occupied by a hotel, motel, hospital, or employment generating major tenant.

Economic Vitality Goal B. Achieve long term sustainability goals by becoming a “wired city”.

EV Policy B1. Require conduit and/or fiber to be installed as part of all street and utility projects that are at least one block in length to achieve maximum broadband deployment as opportunities are presented. Require broadband readiness and availability and the requirement for new or large development projects to be broadband ready.

Economic Vitality

Recommended Implementation Strategies

1. Strengthen Central Issaquah's role as the City's major employment center by:
 - a. Implementing a phased approach to development and redevelopment that provides commitment for circulation facilities, open space and other infrastructure, or provision at the same time, to serve the needs of the growth. Use incentives for this development, including but not limited to multifamily tax exemptions, LCLIP, Pioneer Project provisions, transportation concurrency adjustments, and extended vesting for project build-out.
 - b. Invest public dollars in Central Issaquah infrastructure and amenities to stimulate private investment and new development. Require conduit and/or fiber to be installed as part of all street and utility projects as opportunities are presented.
 - c. Adopt a Floor Area Ratio based code that includes a streamlined review and permitting process and clear development and design standards.
 - d. Encourage business growth from inception to maturity by ensuring opportunities for low intensity and business incubator uses, live/work and flex offices, and Class A Office buildings. Work with growing businesses to ensure they can stay in Issaquah instead of moving to adjacent communities to expand.
 - e. Encourage diversified industries that are at different stages of their business growth/life cycle.
2. Consider the following incentives to encourage development in Central Issaquah:
 - a. Landscape Conservation and Local Infrastructure Program (LCLIP) through Transfer of Development Rights;
 - b. eight and 12-year multifamily tax exemptions;
 - c. waived permit fees as appropriate;
 - d. extended vesting for project build-out; and/or
 - e. transportation concurrency adjustments.

Housing

I've always described Density in terms of dollars: The more you have of it, the more you can "buy" with it -- referring to amenities, of course (cultural, entertainment, dining, etc.). When I get asked what's the single most important thing that can be added to a city to help revitalize it (they are always waiting for the latest retail or entertainment thing...), I always say "housing."
Seth Harry

VISION. Nurture a community that accommodates a diversity of income levels, activities, amenities, open spaces, gathering places, recreation and mobility options that all contribute to a 24/7 self-sustaining community where people aspire to live, work and play.

Housing Goal A. Amend the Land Use Code to encourage residential developers to locate the majority of Issaquah's anticipated housing growth in Central Issaquah.

This Plan creates the potential for thousands of new housing units, and provides opportunities not found in other parts of the City to create entirely new residential and mixed use neighborhoods in close proximity to jobs, services and transit. This Plan establishes a multi-faceted strategy to address housing creation and housing affordability through a mix of land use designations, development regulations and incentives, direct public investments, and other public and private approaches.

Discussion. One of the major land use changes in Central Issaquah will be the potential increase in the number of housing units from almost 800 units to up to 7,500 units. The majority of Issaquah's 2006-2031 GMA housing target is planned for Central Issaquah for the following reasons.

- a. Most of Issaquah's new residential growth since 1996 has been in the Issaquah Highlands (3,200 units) and Talus (1,500 units). However, both urban villages are nearing residential buildout and will not be able to accommodate significant new residential development in the future.
- b. Locating substantial new residential development in existing residential neighborhoods would be inconsistent with Comprehensive Plan Policy L-3.1 – *Protect the existing character and scale of Issaquah neighborhoods.*
- c. Channeling new residential development to Central Issaquah will:
 - 1) Create vibrant new neighborhoods with convenient access to shopping, jobs and community amenities;
 - 2) Result in higher density, more sustainable and pedestrian-friendly development consistent with the Goals of the Growth Management Act, the Cascade Agenda and the Mountains to Sound Greenway;
 - 3) Provide for a variety of housing choices and affordability, including multifamily buildings, town houses, cottages and live/work spaces;
 - 4) Support future transit improvements and reduce dependency on the single-occupant vehicle; and,
 - 5) Support retail uses and the economic vitality of Issaquah.

H Policy A1. Consider a variety of tools to achieve desired housing densities and types in Central Issaquah.

H Policy A2. Consider density, regulatory or other economic incentives to encourage housing in Central Issaquah.

H Policy A3. Monitor housing creation, including affordable housing, to ensure that the Central Issaquah Urban Core and the Central Plan Area housing targets are being achieved. Identify additional steps to spur housing development if monitoring shows the housing goals for Central Issaquah are not being achieved.

Housing Goal B. Consider incentivizing affordable housing for persons of low and moderate income.

Discussion. It is critical to consider an approach to housing affordability up-front, at the time this new development potential is being created, or the opportunity for a coherent strategy may be lost. Much of the affordable housing focus for Central Issaquah is targeted for rental housing those with incomes between 30% and 70% of median income, and ownership housing for incomes between 70% and 100% as those ranges are typically underrepresented in general market-driven housing development. This range will meet the needs of our workforce and other special needs housing, such as seniors and transition housing. This range includes income levels characterized as low and moderate income in the City's Comprehensive Plan. Sample salaries in 2011 indicate that the following jobs are included in this income range: bank tellers, hairstylists, auto mechanics, nurses, accountants and entry level teachers, fire fighters and police officers (Source: ARCH Housing 101, May, 2011).

Creating a pool of housing affordable to workforce families and individuals, and also targeting moderate and low income community members is a laudable goal for 2031 and beyond. Students in our community will be able to afford a place of their own once they leave their parents' house. "Empty nesters" can downsize from family homes with high maintenance yards to dwelling units close to amenities. Creating housing that is affordable for local workers is one solution for Issaquah's regional transportation problem, as local commute time and peak hour congestion is decreased when the employee lives in the community.

<i>King County Jurisdiction Affordable Housing Targets 2006-2031</i>				
	<i>% of Housing in 2031 Growth Target for Moderate Income</i>	<i>New Affordable Housing Units "Moderate Income"</i>	<i>% of Housing in 2031 Growth Target for Low Income</i>	<i>New Affordable Housing Units "Low Income"</i>
<i>Issaquah (5,750 new units)</i>	16%	920	26%	1,495
<i>Source: KC Countywide Planning Policies Public Review Draft, 2011</i>				

H Policy B1. Adopt regulations requiring affordable housing in all residential developments within Central Issaquah that wish to build above the base FAR.

H Policy B2. Consider regulations requiring residential development, including mixed use residential development, in the Urban Core to include or otherwise provide a minimum of ten percent of housing to be affordable.

H Policy B3. Consider additional regulatory and/or other incentives such as tax exemptions, bonus density and lower parking requirements to encourage developments to provide more than the minimum amount of required affordable housing and/or to provide more housing at lower levels of affordability.

H Policy B4. In recognition of the increased challenges of initial residential developments in this transitioning area (Pioneer projects), consider more relaxed definitions of housing affordability in City regulations and an incentive program for an initial number of residential developments.

H Policy B5. Use local incentives and public resources to promote the provision of housing in Central Issaquah for a variety of incomes, including housing affordable to households with incomes between 30% to 80% of median income.

Housing Goal C. Encourage housing growth and affordability, especially in the Urban Core, by supporting a variety of mobility options to and from other communities.

H Policy C1. Work with affordable housing developers and local business to create viable Transportation Demand Programs.

H Policy C2. Encourage housing development to occur near existing transit stops or within one-quarter mile of the Transit Center.

H Policy C3. Work with Metro and Sound Transit to provide frequent and efficient transit service between Issaquah and other communities.

Housing Goal D. Incorporate amenities into both site and building design for livable and identifiable neighborhoods.

H Policy D1. Ensure open space and/or recreational facilities are incorporated into all mixed use and multifamily developments.

H Policy D2. Encourage new and redeveloping properties to use pedestrian friendly architectural details that create an inviting, identifiable and livable streetscape.

H Policy D3. Link residential and mixed use developments to open spaces, parks and recreational facilities through a variety of pedestrian and bike options.

Housing

Recommended Implementation Strategies

1. Locate the majority of Issaquah's housing growth in Central Issaquah by:
 - a. Encouraging Pioneer Projects which provide incentives for residential and residential/mixed use projects.
 - b. Provide density, regulatory or other economic incentives, such as Multifamily Tax Exemptions (MFTE) for the first 200 residential units proposed and approved in the Urban Core and the first 100 residential units proposed and approved outside the Urban Core as they are considered Pioneer Projects.
 - c. Require a percentage of low and moderate income housing as part of all residential and residential mixed use projects. In addition, require additional affordable housing for those developments proposed above the base height/base FAR.
 - d. Monitor the provision of housing and affordable housing to ensure that housing targets in the Urban Core and Central Issaquah Plan Area are being achieved. Identify additional steps if evaluation indicates that the housing market is not responding.
2. Work with all residential and residential mixed use projects to create viable Transportation Demand Programs and support transit service to and from other transit communities.